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N. LAZARUS
OPHTHALMIC OPTICIAN.
23, Queen's Road Central, Hongkong.

The China Mail.

ESTABLISHED 1845

JEYES



August 13, 1920. Temperature 82.

Rainfall 0.47 inch.

Humidity 85.

August 13, 1919, Temperature 54.

No. 18,028.

五拜禮

號三十月八年二二九千一

HONGKONG, FRIDAY, AUGUST 13, 1920.

日九廿月六申庚九百九千一

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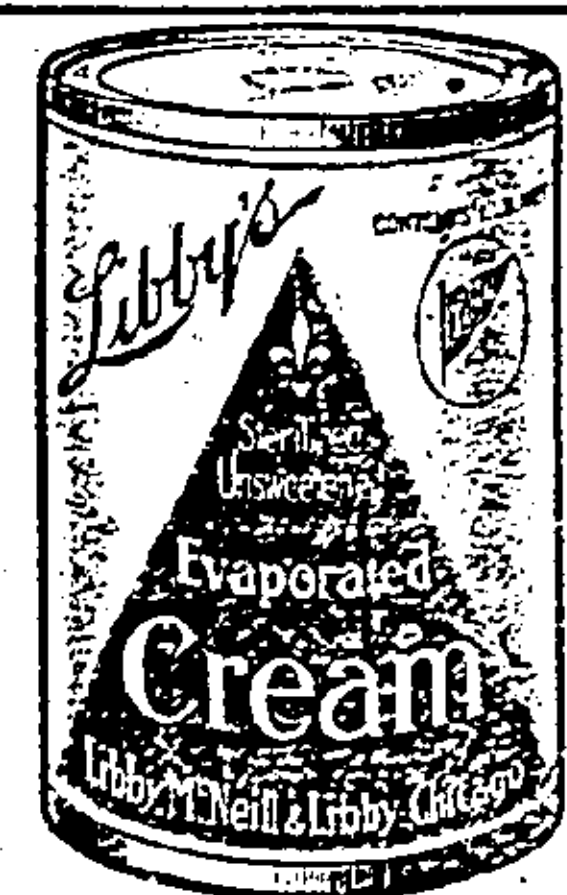
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Piece-goods, Fancy Voiles, Shoes, Boots,
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Ready-made Blouses and Skirts, etc., etc.

At Extremely Moderate Prices.

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FIRE, MARINE, LIFE AND MOTOR ACCIDENT.
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Pure, Rich, Always Ready. Makes
Your Cooking Easier And Better.

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SPECTACLES, EYEGLASSES,
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Optometrists in Charge: Y. CHAN, Opt. D.
EYES TESTED FREE OF CHARGE.

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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

A GREAT IMPERIALIST.

MONUMENT IN MEMORY OF JOSEPH CHAMBERLAIN.

PREMIER'S GLOWING TRIBUTE.

LONDON, August 11.

There was an interesting incident in the House of Commons on the occasion of the Prime Minister moving that His Majesty be humbly asked to direct the erection at the House's expense of a monument within the precincts of the palace and at Westminster to the memory of late Mr. Joseph Chamberlain, with an inscription expressing the House's high sense of His eminent services to the country and Empire.

Mr. Lloyd George, in the course of a long and glowing tribute, said that there were few men in the history of Britain who retained a passionate attachment to so many millions of his countrymen over such a long period. Much of Mr. Chamberlain's policy remained in the ranks of acute controversy, but a large part was now beyond challenge by any section and it was large enough to accord him exalted fame in the region of British statesmanship. His vision of the importance of strengthening the partnership of the Empire had already been justified by the sternest and most searching test applicable to any proposal, namely that of a great world war.

AROUSING THE NATIONAL SPIRIT.

After dwelling on his brilliant services in the region of domestic legislation, Mr. Lloyd George said that what Mr. Chamberlain accomplished for the Empire, perhaps the Dominions were even better judges of than the people at home. He aroused the national spirit and awoke a consciousness of the imperative need of strengthening the bonds of fraternity between various parts of the Empire. The notable part played by the Dominions in the great war, especially the alacrity with which they stepped in, was largely attributable to what he did in arousing the sense of partnership and collaboration in various parts of the Empire. (Cheers.) The future would alone reveal the full extent to which his labours had contributed to the fashioning of the destinies of Empire, and through the Empire of the fate of mankind.

Mr. Lloyd George quoted Gladstone as having said after his retirement that Mr. Chamberlain was the most remarkable man British politics had produced in the past forty years.

Mr. Asquith, in seconding, paid an equally cordial tribute to Mr. Chamberlain's qualities and character. The resolution was unanimously carried.

MYSTERIOUS NEWS.

HAS FRANCE RECOGNISED WRANGEL'S GOVERNMENT?

SPLIT IN ALLIED CAMP.

LONDON, August 11.

Mr. Lloyd George heightened the mystery as regards Reuter's exclusive news from Paris that France had recognised General Wrangel's Government and that the French Foreign Office had notified Mr. Lloyd George of the decision yesterday, when he told the House of Commons this afternoon that his only information was Reuter's telegram and that he could scarcely credit it. No confirmation has come from any other source, but Reuter's enquiries in Paris have elicited a reply that the news as given was official. The action of our French ally is regarded in London as deliberately designed to spike the peace which seemed assured in the Near East. It apparently splits the Allied and Associated Powers into two camps, namely France with the United States opposed to Britain and Italy.

PEACE AT ALMOST ANY COST.

One of the French reasons given for this action is that General Wrangel's assurances as regards Russia's external engagements, which is "diplomatese" for Russian bonds. Anyway a prominent official to-night emphasised that the British attitude remains as outlined by Mr. Lloyd George yesterday evening and that the Premier will not be stampeded into war by the action of France. He is prepared to go almost to any length in order to obtain peace.

Sir Donald MacLean raised the question in the House of Commons by reading Reuter's telegram and asking for information about it. He said that if it truly represented the position France must go on alone.

Mr. Lloyd George replied that he had read the telegram in the evening papers with the greatest surprise.

PREMIER INCREDULOUS.

He did not possess any information in this connection while the Foreign Office, who were similarly surprised, were equally in the dark, also the French Embassy. The Premier said that he could hardly believe it accurate because he had fully discussed the whole situation with M. Millerand on Monday when there was no proposal to recognise General Wrangel. He assumed that the report was inaccurate because he felt certain that M. Millerand would have communicated his intention if it was then in his mind. It was well known that France's attitude to General Wrangel had been at variance with Britain's. The former considered that they were free to sustain General Wrangel, but Britain did not propose to do so except in the contingency explained yesterday evening.

AN UNFORTUNATE MISTAKE.

Mr. Lloyd George said that where Anglo-French differences had arisen, they had always been freely discussed, but absolutely no discussions as regards recognition of General Wrangel had occurred.

The Premier concluded that "some unfortunate mistake had occurred in the report of a very reliable agency, and that the French Government had not authorised it." Mr. Clynes hoped that the new situation would not interfere with the Russo-Polish negotiations.

Colonel John Ward urged the Premier to advise France that such policy to Russia was too late and it would be a crime now to attempt it.

In view of the latest developments and the uncertainties of the Russian position, the House instead of adjourning to-morrow, will meet on Monday, while Mr. Lloyd George, who intended to go to Lucerne this week, has deferred his departure till next week. The House adjourned until Monday.

THE DOLLAR.

To-day's closing rate 4 1/2
To-day's opening rate 4 1/4

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

SIR BEILBY ALSTON'S DISCUSSIONS
IN WASHINGTON.

LONDON, Aug. 10.

In the House of Commons, replying to Mr. Richardson, Mr. Harmsworth said that the British Minister to Peking, Sir Beilby Alston, in the course of his journey homeward, viz. Washington, informally discussed matters of mutual interest in the Far East with the British Ambassador, Sir Auckland Geddes, and the Secretary of State, Mr. Bainbridge Colby. A memorandum is being drawn up and it has not yet been handed to Lord Curzon.

FRANCE AND BELGIUM.

BRUSSELS, Aug. 10.

It is authoritatively stated that the French and Belgian military leaders have signed a military agreement.

FAR EASTERN CABLE NEWS.

[BY COURTESY "HONGKONG DAILY PRESS,"]

THE NEW CABINET AT PEKING.

PEKING, Aug. 11.

A mandate was issued last evening promulgating the Cabinet as telegraphed yesterday.

"PIRATES CLUB."

A CHAMPAGNE ADVENTURE.

An extraordinary comedy of boyhood was unfolded in the Children's Court in New York. In the prisoner's dock were three urchins, aged between 10 and 11 years, who confessed with many tears that they were the ringleaders of a "pirates club," the members of which found their way into the closed halls of the Metropolitan Opera House.

Mr. Emil Katz, the caterer who supplies suppers after the performance, to Signor Caruso and other world-famous "stars," made the painful discovery that his store-room had been raided and the contents reduced to chaos. Detectives were set to watch the building, and late in the evening they saw the three urchins cautiously climbing up the fire escape to the roof, whence they descended by ladder into the interior of the Opera House.

After their capture the boys explained the history of their great adventure. Unmolested they had conducted their pirates' club for many rollicking days and nights. By emptying bags of sugar on the floor they had constructed a good imitation of a sea beach on a coral island. The foaming contents of rare champagne bottles had produced the effects of surf. After pouring some £500 worth of this precious liquid on the "beach" the lads discovered that the resulting mixture had a most acceptable taste. A boxing ring was their next enterprise. The spirit of commerce then moved them to remove the champagne, which the caterer values at £20 a bottle, and to sell the prohibited beverage at 5s. a mug. With the proceeds they purchased fireworks.

The boys complain that a pair of opera glasses they offered for sale in the street near the Opera House was seized by a lady, who disappeared into an underground railway station without paying the half-crown demanded of her. The caterer estimates that the escape of the "pirates" cost him over £1,000.

SECOND-HAND MOTOR CAR.

SOLD SEVEN TIMES.

At the Middlesex Sessions Charles Polkington, a dentist, was found guilty of receiving a two-seater Belsize motor-car, stolen from Ealing, and was sentenced to 12 months' imprisonment.

The car was stolen in 1919 and recovered after 15 months. A Detective-inspector stated that he traced the car back through eight different persons to the prisoner. The prisoner sold it for £155, and it was passed on for £240. The purchaser again disposing of it for £210. The next owner sold it for £290 on the same day, and it was again sold for £320. The next purchaser paid £370 and secured £425 for the car, the last person buying it for £475.

BUSINESS NOTICES

J. T. SHAW AERTEX CELLULAR PYJAMAS

The Most Comfortable Sleeping Garments for Present Wear.

CUT FULL

AND FREE

SO AS TO

ENSURE

PERFECT

COMFORT

TO THE

WEARER.



STOCKED

IN ALL SIZES

AND QUALITIES

WITH LONG

OR SHORT

LEGS. ONCE

WORN ALWAYS

WORN.

J. T. SHAW

SPECIALIST IN MEN'S WEAR.

Tel. 682. Next Door Hongkong Hotel.

THE PHARMACY

(FLETCHER & CO.)

QUEEN'S ROAD.

WE HAVE JUST RECEIVED A FRESH SUPPLY OF
ENGLISH SOAPS AND TOILET WATERS.

J. ULLMANN & Co.

French Firm, Established 1867.

Quality, Variety, Perfection.

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QUEEN'S BUILDINGS, HONGKONG.

Telegrams, "Sparkless." Telephone 518.

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Winton Engineering Works, Birmingham.

(Electric Pumps, Motors, Dynamos, Switch Gears, etc.)

Osram-Robertson Electric Lamp Co., Ltd., London.

(Osram and Osram Carbon Filament Lamps, Radiator Lamps.)

Fraser & Chalmers Engineering Works, Ltd., Leith.

(Steam Turbine Sets, Compressors and Mining Plants.)

Frederick General Cable Works, Southampton.

(Cables, Wires, Flexible Insulating Materials, Tapes.)

Chamberlain & Hookham, Ltd., Birmingham.

(Motors for Hoist Service, Power and Traction Purposes.)

Salford Electrical Co., Ltd., Manchester.

(Electrical Instruments of All Descriptions.)

Peel-Comer Telephone Works, Ltd., Coventry.

(Complete Telephone Installations, Switch Board, Telephones.)

Comer Magneto & Ignition Co., Ltd., Coventry.

(Magneto for Cars and Aeroplanes.)

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(Electric Passenger and Cargo Lifts.)

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(Electric Fans, Small Power Motors, Carbon Brushes.)

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LARGE STOCKS CARRIED IN CHINA OF ALL ELECTRICAL MATERIALS
AND ELECTRICAL MACHINERY.

ALLSOPP'S

BRITISH PILSENER BEER

RAINIER

AMERICAN PALE BEER

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LAMMERT BROS.AUCTIONEERS, APPRAISERS
AND SURVEYORS.**Public Auctions.**

THE Undersigned have received instructions from the COMPTON & KERRY PROPERTY, to sell by Public Auction,

on **MONDAY, August 16, 1920,** commencing at 11 a.m.

at their Sales Rooms, Duddell Street.

A Quantity of Surgical Instruments, Medical Books, Drugs, etc., etc.

Also

- 1 Microscope,
- 2 Operating Tables.

Terms:—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction,

on **WEDNESDAY, August 18, 1920,** commencing at 2.45 p.m.

at No. 2 Hart Avenue, Kowloon.

A Quantity of Valuable Household Furniture, (Full Particulars from Catalogue). On view from Tuesday, the 17th inst.

Terms: Cash on delivery.

LAMMERT BROS.,
Auctioneers.

Hongkong, August 12, 1920.

on **FRIDAY, August 27, 1920,** at 12 o'clock (noon), at their Sales Rooms, Duddell Street, (For Account of the Concerned),

The Wreck of the **S.S. "CHIYO MARU,"** as she now lies off the Lema Islands.

Terms: Cash on fall of hammer when the wreck will be at purchaser's risk.

LAMMERT BROS.,
Auctioneers.

Hongkong, July 31, 1920.

Burglar and Fire-resisting SAFES

"Prevention is better than Cure."

The Undersigned have just received a new consignment of **Milner's Safes.**

LAMMERT BROS.,
Duddell Street.

THE DRAGON MOTOR CAR CO.

WE have installed an additional TELEPHONE and clients can now ring up No. 482 or 3552.

THE CLEANING OF SUMMER FROCKS

is an important matter and we make a specialty of refreshing light Frocks and Costumes so that they keep clean longer than when treated by ordinary methods.

Our processes are thorough and reliable. Our facilities and resources enable us to carry out all work quickly and our charges are really reasonable.

Write for Price-List and See if "JUST LIKE NEW"

A Suit cleaned and pressed in the "Diamond Way" really does look "Just like new." All spots, stains and other marks of wear are removed and the shape is restored by careful tailor-pressing.

Cleaners & Dyers.

The Diamond Dyeing and Drycleaning Co.
Agent **CASSIM AHMED.**
General Draper,
22, 24, Wellington Street,
Branch 28, Nathan Road, Kowloon.

Just arrived

a large assortment of

FILTERS

1, 4 Gallons up to 4 gallons

C. E. WARREN & CO., LTD.

No. 30 & 31 Des Voeux Road Central,
Established 1900

INTIMATIONS

YOU CANNOT AFFORD TO BE WITHOUT THEM.

JUST received a large Consignment of (1) LACTOGEN the most digestive food for Infants which keeps good in quality during Hot weather (2) LACTOSE (Milk Sugar) for sweetening the foods of Infants and Dyspeptics (3) MILFORD-MCGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days, and (4) JOHN CAHILL'S GOLDEN FLEECE, MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

SHIU FUNG TAI & CO.,
Sole Agents for Hongkong and South China,
Nos. 4 & 6, Connaught Road Central, Hongkong.
Telephone Nos. 123.

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LAWN GRASS SEEDS

Grass is Mother Nature's Carpet provided to cover the ground. If there is an abundance of soft green grass your home will not only be more pleasing but it will also be more valuable.

GRACA & CO.,
DEALERS IN FLOWER AND VEGETABLE SEEDS, POSTAGE STAMPS, TOYS, &c.
No. 10, Wyndham Street,
P. O. Box 620. Hongkong.

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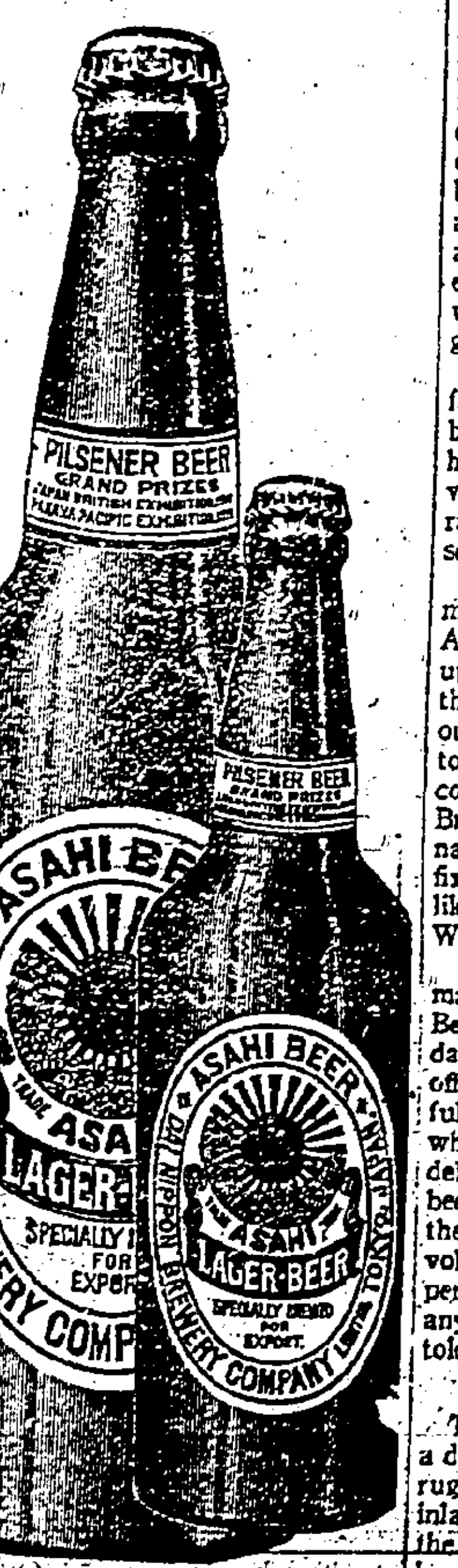
Every kind of Footwear.
MADE TO ORDER



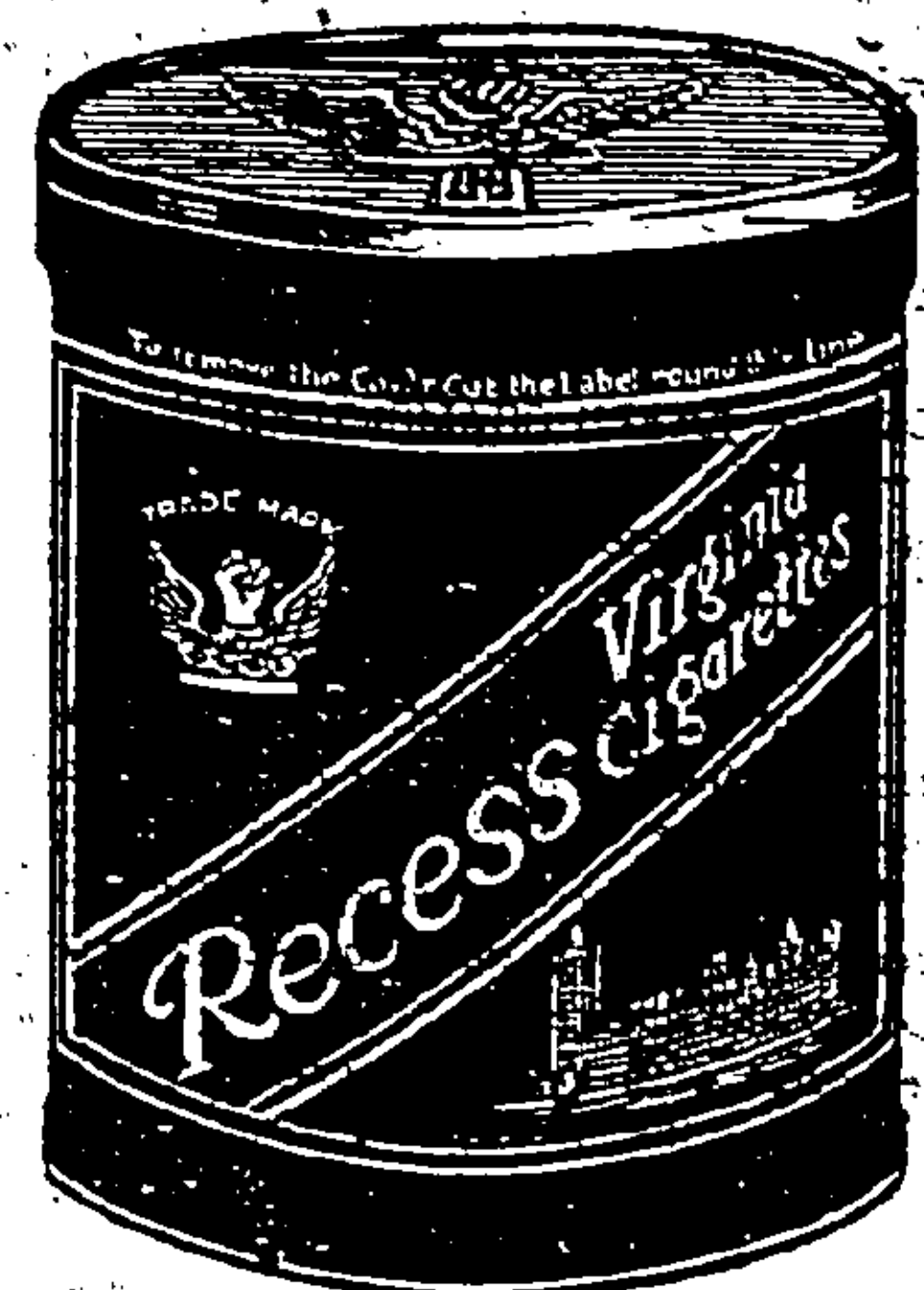
CHERRY & CO.,
PEDDER STREET,
Opposite Hongkong Hotel
Telephone No. 491.
Hongkong, March 30, 1914.

MASSAGE HALL
Graduate from Nagasaki Massage School.
Mrs. HAN INOKUCHI
Phone No. 1964. 25, Stanley Street,
1st Floor.

ASAHI BEER
THE NEW FRENCH REMEDY.
SHERAPION NO. 1
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THERAPION NO. 3
No. 1. 100 Tablets. No. 2. 50 Tablets. No. 3. 25 Tablets.
Each Box contains 100 Tablets. Price 1/6 each box. Postage 1/6.
Sole Agents: Messrs. J. H. B. & Co., Ltd., 10, Wyndham Street, Hongkong.



ASAHI BEER
Sole Agents:
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RECESS No. 44.**VIRGINIAN CIGARETTES.**

PACKED IN
AIR-TIGHT
TINS OF 50
CIGARETTES

MANUFACTURED
BY



This Advertisement is issued by Westminster Tobacco Co., Ltd.

THE CHANGING HOLY LAND.

Writing from Damascus to the Daily Mail J. M. N. Jeffries says:—

Thirty or forty Arabs from the desert, mounted on racing camels, went past my window this morning. They were hawk-like men in flowing robes and with curved scimitars, and at their head was one on a taller camel bearing a great green flag. The wind seized it and it blew out proudly, and the robes of the riders, caught in their turn in the breeze, tossed as it were in bravado, while they chorused some refrain which I was told spoke of riding to battle.

It was a stirring and yet a pathetic sight, for I doubt whether this city, which for centuries has witnessed so many Haroun-al-Raschid cavalades, will witness more of them much longer.

That great scene-shifter, Civilization, is going to stride on and strip the magic stage; young men in lounge suits will hold political meetings upon it. So, of course, it must come to be, and if life here turns duller it will turn safer and better, but still there remains a pang for anyone who is in Damascus to-day and marks the first signs of the inevitable end, sees at long last the wild hair of the Orient growing grey.

The old order is indeed changing fast; the King of Syria lives in a blue-washed villa. One day he is to have a palace, but for the present a very medium house, standing behind railings a few yards from the road, serves him as well as it can.

The entries at the gate are no more exotic than the villa; only their Arab headdress, a cloth with quills upon it to hold it down, distinguishes their khaki uniforms from those of our own soldiers. Their brass buttons all bear the lion and the unicorn. As for the officers, Sam-Browned and complete, their share in national dress is a small curtain fixed to the back of their helmets, like marksmen in the old days at Wimbledon.

You wait indoors to see his new-made Majesty. In a medley of Bedouin chiefs and comparatively dapper A.D.C.s and junior court officials. One pleasant captain was full of recollections of London, whither he had gone with the Arab delegation, and of how they had been taken for an Oriental play in the Haymarket. He had returned voluntarily himself to behold this performance again; it was so unlike anything he had ever seen, he told me.

FEISUL AT HOME

The Emir, Feisul, in khaki, sits at a desk upstairs. There are Persian rugs on the floor, and his desk is inlaid with mother-of-pearl, and there is a volume of Victor Hugo's poems, and—strange study in evolution—one of Miriam Harry's books, fountain-pen or to buy cloth in the

GREAT BADGER FRAUD.

U.S. HOAXED FOR 500 YEARS.

An amazing fraud upon America has just been discovered at the London Zoological Gardens. When that simple-minded sailor man Columbus logged the fact that he saw a "tejon" (badger) in America he might be forgiven. For more than 400 years, however, even scientific Americans imagined they had badgers on their continent.

The animal has been disparaged by Mr. R. I. Pocock, F.R.S., Curator of Mammals to the Zoological Society. An American badger came to our Zoo. To make an instructive comparison, it was put in a cage adjoining some British badgers. No one ever saw the animals in both cages simultaneously. Our badgers slept all day, and the American sample all night. Mr. Pocock investigated with the result that the formally and officially placed American beast in a totally new "tribe" at the last scientific meeting of the society.

He said that the animal was neither badger, skunk, ratel, stoat, nor weasel. Its skull and teeth were "wrong" for a badger, it lacked the scent gland, and its resemblance was only superficial. It is hard upon America. How would we like it if a Harvard scientist told us that the animal we had cherished as a fox was really an inferior brand of jackal?

THE TRAFFIC OF THE BAZAAR.

The men vie with them; that rich notable has a robe of purple silk, the shoulders all overwoven with silver from which streams of silver flow downward; in the Arab design emblematic of lamps hanging from a mosque roof. Another is in blue with a sash of zigzagging colours; one in maroon with an undercoat embroidered in green and gold. Leisurely they pace on in their sandals or their curled slippers of red or of yellow in to the Saddlers' Bazaar, or the Bazaar of Turkish Delight, or the Bazaar of the Greeks, where pack-animals deep loaded with oranges, skirt, and sometimes tread on the carpets flung down there in the dust of the street for buyers to appraise them.

The air rings with vendors' cries and the jingle of metal as the money-changers cast from hand to hand their store of coin, and call on the passers-by to bring them their gold. For there are tubs brimming with kerosene, this buried full of gold in the houses of this city and in countryside hoards, and the chatter and exchange of the bazaars is mainly in silver and in that metal of which to but one Arab tribal chief and ally there came during the war forty thousand sovereigns—a month for some eight months from Britain. Clunk! clunk! back-and-forth go the twenty-piastre pieces as the many-hued crowd jostles and presses on home to its garrets or its courts and fountains; or to buy cloth in the

HEALTH against SICKNESS.

By taking our "ROOSTER BRAND" MACARONI, PASTE STARS, EGG-NODDLES, VERMICELLI, or other kinds of Soap Stuffs, REGULARLY you will have no complaint of any kind of sickness, as all our Products being manufactured from Flour of the Best Quality and under the most Sanitary Method can be easily digested and give you GOOD HEALTH & STRENGTH. Large quantities have been exported to various parts of the World. Your esteemed Orders will receive our prompt and careful attention. Terms moderate, especially for Agencies.

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HEAD OFFICE: Hongkong, Nos. 47 & 48, Connaught Road Central. Tel. No. 3230.
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FACTORIES: Hongkong, Wing Hing Street, Causeway Bay and Shanghai, No. 71, North Soochow Road.

FURNITURE.
CONTRACTS SOLICITED FOR HOUSES, OFFICES, HOTELS & SHIPS.
BRASS AND IRON BEDSTEPS, UPHOLSTERY, ELECTRO-PLATED WARE, GLASSWARE, CROCKERY, HIGH-CLASS TEAKWOOD & BLACK WOOD FURNITURE.

CHEONG LEE & CO.
TEL. No. 801. HEAD OFFICE: 68, QUEEN'S ROAD CENTRAL.
CABLE ADDRESS: "CHEONGLEE." A.B.C. CODE 5TH EDITION.

HOTELS AND CAFES.

THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL,

HOTEL MANSIONS.

THE REPULSE BAY HOTEL,

J. H. TAGGART,
MANAGER.

THE PEAK HOTEL.

1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
Under the Management of—
Mrs. BLAIR.

KING EDWARD HOTEL

CENTRAL LOCATION
ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting, European Baths and Sanitary District, 43 Bedrooms, Restaurant, Middle, scrupulously clean. Moderate Terms. Monthly and Family Rates on application to the Proprietress. Launches meet Passenger Boats.
Telephone 373. Telegraphic Address: "VICTORIA."
J. WITCHELL, Manager.

CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE COLONY.)
ICE HOUSE STREET.
Under American Management. Nice and quiet yet only a few minutes walk from the Banks and Central District. 43 Bedrooms, Restaurant, Middle, scrupulously clean. Moderate Terms. Monthly and Family Rates on application to the Proprietress. Launches meet Passenger Boats.
Telegraphic Address "CARLTON."
Mrs. F. E. OAKERMAN.

PALACE HOTEL

KOWLOON.
(Two minutes from Star Ferry).
Recently renovated and refurnished, electric light and fans throughout and entirely under new management. Cuisine under the personal supervision of the proprietor. Bar and Billiard Rooms. Terms moderate. Special terms to families on application to
Telephone K. 3. Telegraphic Add: "PALACE."
J. H. OXBERRY, Proprietor.

BOSTON CANDY STORE
OPPOSITE THE ROYAL THEATRE.
CALL BETWEEN ACTS.
TELEPHONE ORDERS FILLED.

ANG YUE, Dispenser
Sole Agent for the late HING TING.
10, D'ARVILLE STREET.
TERMS VERY MODERATE.
Consultation free.

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General Auctioneers
Share, Coal and General
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PROPRIETORS
"To-Ewa-Wau" Coal Storage

Public Auctions
A. B. C. 4th & 5th Editions.
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Telegraphic Address
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PUBLIC AUCTIONS

G. R.

THE Underigned have received instructions from THE CHINESE BANKING COMPANY to sell by Public Auction.

on
SATURDAY,

August 14, 1920, at 10.30 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

Silver: Tea Sets, Vases, Bowls, etc., Electro-plated Ware and Cutlery. One Sextant and 3 Clocks, Three Albums of Stamps, and on view.

And Several lots of Wine.

On view day of sale.

Terms—Cash.

HUGHES & HUGHES, Auctioneers.

Hongkong, August 10, 1920.

THE Underigned have received instructions to sell by Public Auction.

(FOR ACCOUNT OF THE OWNERS), on
TUESDAY,

August 17, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

TEAKWOOD and BLACKWOOD FURNITURE, BRASS and BRASS-MOUNTED BEDSTEADS, TEAKWOOD TWIN BEDSTEADS, CARPETS, etc., etc., comprising:

Chamberlain Sofa, Arm-chairs (new), Folding Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture, comprising Teakwood White Enamelled Twin Bedsteads, large and small Wardrobes, Dressing Tables, and Chairs, Washstands, etc., (fumed Teakwood), Sideboards, Dinner Wagon, Extension Dining Tables and Chairs, etc., Dinner Services, Crockery, and Glass Ware, Cooking Stoves, Cutlery, etc., Bath Room Utensils, Electro-plated Ware, Electric Reading Lamps and Fans, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Slide Tables, Chairs, Cabinets, Pictures, Carpets, new and second-hand.

Also

One Good Piano, (by Allison, London), 1 Enamelled Bath, American Ice Chest, 1 Rinsing, and 1 large Tientsin Carpet, (new).

(Full Particulars from Catalogue).

Terms—Cash.

HUGHES & HUGHES, Auctioneers.

Hongkong, August 11, 1920.

(FOR ACCOUNT OF THE OWNERS), on
TUESDAY,

August 17, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A Small Consignment of
WHITE GOODS, etc., etc.,

Comprising:

Pillow Cases, White Satin Quilts, Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Battenberg and Drawnwork Bedspreads, Table Covers, Crochet and Drawnwork Linen, Table Cloths, Linen Damask Serviettes.

Also

A few lots of Bellow Valises, Kit Bags, Suit Cases, and Attache Cases.

And

Two Pairs Prismatic Binoculars. (All new goods and in small lots.)

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WANT ADVERTISEMENTS

35 WORDS 3 INSERTIONS.
\$1. PREPAID.
Every additional word 4 Cents for 3 insertions.

FOR SALE

FOR SALE—No. 1 Stewart Turner, 57, The Peak. Apply to Humphreys Estate & Finance Co., Ltd., Alexandra Buildings.

INTIMATIONS.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF ONE DOLLAR per Share for the six months ending 30th June, 1920, will be PAYABLE on TUESDAY, August 10th, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, August 3rd to TUESDAY, August 10th, both days inclusive, during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors.

JOHN ARNOLD, Secretary.

Hongkong, July 17, 1920.

THE HONGKONG ROPE MANUFACTURING COMPANY, LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1) per share for account 1920 will be payable on WEDNESDAY, the 25th August, 1920. Shareholders are requested to apply for Dividend Warrants at the Company's Office, St. George's Building, Hongkong.

The TRANSFER BOOKS of the Company will be CLOSED from Saturday, 21st August, 1920, to Wednesday, the 25th August, 1920, both days inclusive.

SHIH-WAN, TOMES & CO., General Managers.

Hongkong, August 10, 1920.

St. John's Cathedral

MONDAY, Aug. 16th.

at 9.15 p.m.

ORGAN RECITAL

VOCALISTS

Mr. E. T. CROCKER.

Mr. HOWARD FREEDSON.

NOTICE.

I beg to inform my Customers and the General Public that I have returned to the Colony and established myself as a Milliner and General Draper at No. 4, D'Almeida Street and will carry on business as before under the style and firm name of HIPTOOLA & CO.

I am showing new goods of the most fashionable and latest styles and ask my old patrons and constituents to extend their support as done in the past.

Inspection is cordially invited.

HIPTOOLA.

Milliner and Draper.

Hongkong, July 29, 1920.

Happily Growing

As your baby grows, his food should grow with him—if he is to be the happy and contented baby that you want him to be. THE ALLENBURYS' FOODS are scientifically adapted to your baby's growing needs. They contain graduated proportions of the elements essential to his brain and body development from birth onwards.

Allenburys' Foods

Wholesale and Retail

ALLEN & HANBURY LTD., London

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WING KEE & CO.

20, Connaught Road Central.

COAL MERCHANTS.

SHIP CHANDLERS, COMPRADORES AND STEVEDORES.

Cable Add. "WINGKEE" Tel. 144.

WING KEE & CO.

20, Connaught Road Central.

COAL MERCHANTS.

NOTICES TO CONSIGNEES

"ELLERMAN LINE"

NOTICE TO CONSIGNEES.

From HAMBURG & ROTTERDAM.

THE Steamship

"SWAZI"

having arrived, Consignees of cargo are hereby informed that all goods are being landed at their risk into the Hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. whence delivery may be obtained.

No claim will be admitted after the goods have left the Godown, and all goods remaining undelivered after the 15th August will be subject to rent.

All claims against the Steamer must be presented to the Underigned on or before the 20th August, 1920, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on 12th inst. between the hours of 10.45 a.m. and Noon by the Company's Surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE LIMITED.

General Agents.

Hongkong, August 6, 1920.

NIIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE AND STRAITS.

THE Company's Steamship

"YOKOHAMA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. whence delivery may be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by August 15, 1920, will be subject to rent.

Damaged packages must be left in the Godown for examination by the Consignee and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

NIIPPON YUSEN KAISHA, Agents.

Hongkong, August 11, 1920.

MITSUBISHI SHOJI KAISHA, LTD.

(Mitsubishi Trading Co., Ltd.)

COAL, GENERAL IMPORTS AND EXPORTS.

SOLE PROPRIETORS OF

TAKASHIMA, COHL, MUTABE, KISHIMOTO, YOSHINOBU, HOJO, KAWABATA, SATO, SHIN, NEW, KAWADA, BIRAL, KAMITA, MADA, AND OYUBARI.

AGENTS FOR SAKITO COAL.

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Nagasaki, Kanran, Wakamatsu, Mofu, Kure, Kobe, Osaka, Kure, Nagoya, Yokohama, Tokyo, Haneda, Murena, Otsu, Wadai, Yokohama, Fukuoka, Dairen, Tsingtau, Tientsin, Hankow, Shanghai, Hongkong, Canton, Manila, Singapore, Bencolene, London, Paris, New York and Seattle.

Cable Address—YAWASAKI.

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Agencies for: The Mitsubishi Marine & Fire Insurance Co.

The Osaka Marine & Fire Insurance Co.

For Particulars, apply to—

S. KOKURA, Manager.

No. 14, PRINCE STREET, HONGKONG.

ARNOLD BENNETT, A.B.

YACHTING ADVENTURES IN MANY WATERS.

At some time in his career of industry Mr. Arnold Bennett filled the dual role of owner and A.B. in a small yacht, and went cruising in the canals of Holland and up the Baltic.

The story of these cruises is told, as with only as he could have told it, by Arnold Bennett himself in From the Log of Velsa. Never did any ship's log make better reading.

The "Velsa" herself, which was built originally to the order of a Dutch baron, had certain advantages, as the author-owner A.B. points out, over other vessels of her tonnage, which was "51, except when dues have to be paid, on which serious occasions it mysteriously shrinks to 21 net."

There are Dutch boats on the Thames which look almost exactly like her at a distance, and which were launched before Victoria came to the throne. She has a cockpit in which Hardy might have kissed Nelson.

She draws only 3 ft. 6 in., and hence can often defy channels and slide over sands where deep-draft boats would fear to tread; she has even been known to sail over fields.

No wonder the proud owner adds that once seen she cannot be forgotten, and that "when she goes under a railway bridge while a train is going over it, the engine driver, no matter of what nationality, will invariably risk the lives of all his passengers in order to stare at her until she is out of sight."

THE SKIPPER.

The "Velsa's" Skipper was the right man for such a craft. "Dutch only by accident of birth and parentage, scrupulous as a fox terrier, indefatigable as a camel, adventurous as Columbus, and as prudent as J. Pierpont Morgan, half his life had been spent on that yacht and the other half on the paternal barge."

He was an expert of the very first order on the behaviour of Dutch barges under all conceivable conditions.

It was in this notable craft, under so skilful a skipper, that Mr. Bennett began his cruise through Holland. Almost at the beginning of the voyage the "Velsa" developed a leak under pressure of a squall that threw the piano—the yacht boasted a piano and an encyclopaedia in more than twenty volumes—across the saloon table.

And the skipper, when the leak declared itself, was ashore, unfolding the beauties of Holland to the cook, and the ship deliberately sank and sank.

She did not quite sink. The leak was stopped; but that was not the end of the "Velsa's" bad behaviour. A little later on the voyage her motor broke down.

We were immobilised in the midst of blue green fields, red dogs, the cows aforesaid, green milk floats, blue bloused sportsmen, and cargoes of cannon ball cheeses. "We decided to tow the yacht until we got to a favourable reach. Certain barges sailed past us right into the eye of the wind, against all physical laws, but the "Velsa" possessed not this magic.

The cook, the deck hand, and I towed like Greeks pulling against Greek, and could scarcely move one little inch.

By temperament, grew sad, until he fell into three feet of inundation, which adventure struck him as profoundly humorous, so that he was consoled with laughter. This did not advance the yacht. Slowly we learned that towing is not mere brute striving, but an art.

Eventually the "Velsa" reached Hoorn, where the author "went mad and did eight sketches in one day," where men did wonderful feats with cheeses, and where a "long white English steam yacht, with its twin decks, and its chef and its fluffly charmermaid, and its polished mahogany motor launch, and its myriad lights and gleams, glided to a berth by a water tower, and hung there, keeping me awake half the night while I proved to myself that I did not really envy its owner, and that the "Velsa" was really a much better yacht."

"PARADISE OF STOMACHS."

Amsterdam, Mr. Bennett sums up as "the paradise of stomachs and the Hell of feet." It has "small and dear restaurants of the first order, where a few people with more money

than appetite can do themselves very well indeed in hushed privacy. It also has prodigious cafes."

Later the "Velsa" went cruising in the Baltic, and reached Copenhagen. "We were told that August was the dead season in Copenhagen, and that all the world was at the seaside resorts. We had, however, visited a number of seaside resorts," remarks the author, "and they were without exception, far more dead than Copenhagen."

Followed some amusing experiences in Danish restaurants, especially the Wiener cafe, which was truly Danish, and "rather like an English bank, or a historic hotel in an English cathedral town; though its food was better, I admit."

The menu was in strict Danish. We understood naught of it, but it had the air of a saga. "At the close of the repast the waiter told us that, for the price fixed, we had the choice between cake and cheese. I said: 'Will you let me have a look at the cake, and then I'll decide.' He replied that he could not; that the cake could not be produced unless it was definitely ordered. . . . Cake never had been shown on approval at the Wiener Cafe of the Hotel King of Denmark, and it never would be. I bowed the head before an august tradition, and ordered cheese."

"The Wiener Cafe," adds Mr. Bennett, with some feeling, "ought to open a branch in London, it was the most English affair I have ever encountered out of England."

Altogether the story of Mr. Arnold Bennett's great adventure in the "Velsa" makes one of the happiest and most delightful and amusing travel book ever penned.

ARE YOU GOING ON A JOURNEY?

CHAMBERLAIN'S Colic and Diarrhoea Remedy should be packed in your hand baggage when going on a journey. Observe of water, diet and temperature all tend to produce bowel trouble, and this medicine cannot be secured on board the train or steamship. It may save much suffering and inconvenience if you have it handy. For sale by all Chemists and Storekeepers.

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THE IRON SANDS OF NEW ZEALAND.

It may be interesting to advance a generally accepted theory as to the origin of the iron ore deposits on the coasts of New Zealand. They originated from one or more upheavals, at sea, of molten oxides which when in contact with the water immediately granulated. It is a known fact that it would require a high temperature and an abundant supply of water to give such fine granulation as is evidenced in this unique deposit. Both in this case would be forthcoming. The fact that throughout the soils of the interior a few grains can be collected, some far removed from the sea front, can be explained by their having been wind-blown, like the shellrock deposits which abound at various parts. This theory is in keeping with the author's investigations.

The composition of the iron-sand will vary according to the locality, no two samples ever being identical although at various points of the coast, where the concentrating action of the heavy sea has thrown up, and so concentrated, the blue-black oxide, the analysis is fairly constant. When, with calm seas, only the lighter siliceous material is washed up and the subsequent winds blow with force, the lighter and darker sands are soon mixed and so build the sand dunes which are very common on these foreshores, leaving the deposit very patchy. These dunes contain anything from 20 per cent. to 40 per cent. of iron.

The deposits, although readily accessible at various points, are by no means inexhaustible in the European or American sense, although they would go far to supply the demands of New Zealand. There is no doubt that at certain points of the coast there are places where the concentration is overabundant throwing up iron oxide.

Whether it would form a sufficient source of supply is a debatable point. The analysis of the iron-sand shows it to be very similar in composition to mill scale; practically all the gangue is free, excepting a little white silica, which can be detected under the microscope, attached to the blue-black oxide. This forms, however, only a small percentage of the gangue. The author has, with a hand-magnet, concentrated down to 98.6 per cent. metallic oxides. It is suggested that it is the high ferrous oxide content of this ore that gives it its magnetic properties and unless properly taken into account has the detrimental effect of retarding reduction in the blast furnace, with the result that uncarburised metal reaches the hearth and so diffuses amongst the metal. This has been proved over and over again in all the attempts at smelting the iron sands. It is often stated that the iron produced from iron-sand is sluggish and cannot be tapped from the furnace, or that only high carbon steel can be made from iron-sand, and that grey iron cannot be produced. These statements are based on experiments whereby only the same time for reduction of a soft hematite or limonite, similar to Para hematite was allowed for iron-sand. This has been the ruin of practically all attempts to utilise the iron sands of New Zealand.—J. A. Heskett in Engineering.

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WATSON'S

PRICKLY HEAT LOTION
PRICKLY HEAT POWDER

an infallible remedy—immediately relieves the
irritation and effects a speedy cure.

WATSON'S

MOSCATINE
REPELS MOSQUITOES.

A. S. WATSON & CO., LTD.,

Hongkong Dispensary.

Wm. **Powell** Ltd.
TELEPHONE 346

ZAMBRENE RAINPROOF
MOTOR COATS, AND CAPES.NEWEST COLORINGS AND
PRESENT DAY STYLES

WITH
HATS TO MATCH.

WE INVITE YOU TO INSPECT OUR STOCK

DEATHS.

SIQUEIRA.—On August 6, 1920, at Shanghai, Herminda Joana, the beloved daughter of the late Joao J. de Siqueira and Virginia da Costa Siqueira, in her 64th year.

OBORG.—On August 6, 1920, at Shanghai, Gustaf Leonhard Oborg, aged 70 years.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, FRIDAY, AUG. 13, 1920.

SECRETS OF HAPPINESS.

Of late there has been a mooting of the problem of progress. Professor Bury in a learned historical enquiry shows that the idea of progress is a parvenu, and has no pedigree and very little foundation. Dean Inge in a characteristic lecture tells us to look around and see for ourselves that it is an illusion. Now Professor Arthur Thomson (our teacher in hereditarianism) writes in the *New Statesman* to confess that he still retains faith in progress. In the present article, this theme is not the one primarily to be dealt with, but rather some of the incidental observations that occur in Professor Thomson's argument. He seems to reach the conclusion of Ecclesiastes that "there is no greater satisfaction for a man than to be happy in his work," and it is this on which we have things to say, for in addition to thoroughly (and happily) digesting the philosophy of Ecclesiastes we have carried the analysis a little farther, and have dared to amend that text to "there is no greater satisfaction for a man than to be happy in anything," e.g., even in ignorance. The first thought that comes to us is that the greatest enemy of happiness must be analysis. thought, all such discussions as these. The most nearly perfect happiness must be unconscious—must not be mentally handled, and it will suffer as does the bloom of a fresh grape. Some such thought was Whitman's when he envied the cattle in the fields, because they did not lie awake at night bewailing their sins. The very wise gentleman who writes under the pseudonym of Ecclesiastes confesses that science and philosophy (verses 13 and 16) are unhappy exercises, and "vegetation of spirit." Professor Thomson in arguing for the retention of the belief in progress, might justly have pleaded that as a source of

happiness it deserves to be clutched and clung to unquestioningly, even though an illusion. Why insist upon strict truth, if it make us unhappy, and if happiness be the supreme good? Instead, he takes the strangely illogical course of reminding us of the "progress" made since the earth was first "heaved off from the central mass as a spiral nebula," the "progress" illustrated by the origin and development of life on the planet, and by its "increasing mentality." What has all that to do with it? If we are to go so far back to prove "progress," we must go at least as far forward, to find out if the visible progress is not merely a segment of a vicious circle, in which case it does not deserve the name of progress. If the sun is to grow cold, and the planet to be again dissolved into its constituent atoms, and perhaps to start again as another "spiral nebula," we get circumspection, not progression.

"Progress" names a human thought, having reference exclusively to human affairs, and in discussing it as a philosophic problem, we must keep that in view. Whence and how far has man progressed towards happiness? That is the conundrum put by the pessimist. All the answers appear so far impertinent and evasive. It happens that we have sought happiness in "gratifying our intellectual curiosity, without suffering so much 'exhaustion of spirit' as Ecclesiastes did, because we have instinctively, on coming within sight and smell of the dragon of disillusionment, declined to take things as seriously as he. We have audaciously treated the dragon as a joke, and the "laughter of fools," to Ecclesiastes apparently an irritating reminder of "the crackling of thorns under a pot," has been to us a true and authentic hall-mark of happiness. "Happiness always laughs, and hearty (unassumed) laughter must always indicate happiness. If happiness indicate happiness, if happiness be the summum bonum, if it be the goal, what matter the route by which it is reached? The shorter the better. Now, when we look at the long procession of mankind through history, we see him always, even in the most terrifying periods, enjoying some measure of happiness. If we have progressed, really and truly progressed, that measure must have visibly increased. Has it? In so far as the human mentality, that Professor Thomson boasts is admitted, the measure of happiness has decreased, since awareness, the consciousness that is produced by introspection and analysis, is a foe to happiness. But taking a large and very aloof

view, we suspect that the sums of happiness and unhappiness have remained relatively constant. The primeval savage battling for his life against monsters was no worse off than the soldier in Europe's recent trenches, and both contrived to find sufficient happiness to make it worth while going on living. The horrible malady called *tedium vitae* is a feature of advanced civilization, of communities we consider to have most conspicuously progressed. There are no stable conditions of happiness, man seeking it, and finding it, most often in change. Variety, he says, is the spice of life. There is a witty saying which bears on the topic of happiness, namely, that a Scotsman is never at home till he's abroad; an Irishman never at peace till he's fighting, and an Englishman never happy till he's miserable. If you examine that, you will notice that happiness is predicated in each. "At home" and "at peace" are phrases practically synonymous with happiness. We certainly can happily applaud Professor Thomson's definition of progress, as "meaning increase in the realization of what the racial consciousness has most persistently held to be of the highest value," because that is a complete surrender to and acquiescence in the proposition that happiness is the supreme objective. But it gives away the whole philosophic case for progress. We grew tomato plants once. They "progressed." They grew stalks about a dozen feet long. But they grew no tomatoes.

If it makes the pessimist happy to prove that there is no progress, let him. If it makes the optimist and meliorist happy to believe that there is, let him. In the end it comes to the same thing, that "there is no greater satisfaction for a man than to be happy." If "in his work," let him work. If in shirking, let him shirk. If in study, let him learn. If in ignorance, let him vegetate. Do what you will, say what you will, he will because he must. He cannot help it, any more than the dung-fled, rain-splashed, wind-blown rose can help emitting its pleasing odor. Life and happiness are like running downstairs—if you begin to think about it, you miss your step. The great moral of the great story of the First Garden is pertinent. Happiness prevailed in Eden until the occupants acquired knowledge—knowledge of good and evil—until they started comparisons—until they became sophisticated pessimists. Adam and Eve undoubtedly made intellectual progress, and gained unhappiness thereby. If you prefer Darwin to Genesis, we will concede that from their common ancestor, men have "progressed," and monkeys have not. But which are the happier? Who shall say? The monkeys have no words, no politics, no dictionaries, no newspapers. No monkey ever yet asked if life were worth living, whereas men, poor devils, have asked it seriously, and occasionally they have decided, again poor devils, that it was not. The word progress means going to. We must ask to what? If to happiness, may we not say that the monkeys have already arrived, and that man, proud, boastful animal that he is, is sidetracked. Yes, we may say so if it make us happy to say it. And those who prefer to say the contrary, let them be happy too. For "all go unto one place."

THAT OMELETTES INVOLVE
EGG-BREAKING.

By all means let us in this brief essay avoid the periphrastic note, the tone dogmatic. There are, there must be, or so at least we are obliged to suppose, people who will be disciplined to agree with its principal assertion. A decent regard for the opinions of those who disagree with us is required of any writer who cares for the good opinion of those who uphold the canons of good taste, and it may be taken for granted, unless objection be made to the unseemly assertiveness of such a suggestion, that the good opinion of those who disagree with him must be precious to any writer worthy of his profession. The pain with which upon occasion we feel constrained to utter statements that are blatantly and indecently direct and categorical is known only to ourselves, and is concealed from the observation of the public. Would that it were possible to gratify our naturally modest instincts to the extent of never going beyond the deferential submission of periphrases and it may be that. How pleasant and congenial our duty then would be. But alas! The duty of the times, the fashion of the day, and the quite plain and manifest requirements of modern conditions compel us now and again to overstep the limits of that becoming diffidence, which is so greatly to be desired, so amiable to observe, and so much in harmony with our natural disposition. In short, we find it almost impossible to fill these columns day after day without once in a while venturing to say something.

LOCAL AND GENERAL.

The approaching wedding is announced of Mr. A. A. da Luz to Miss L. M. dos Santos.

The death has occurred at Shioya, near Kobe, of Mr. George A. Adam, who was for many years associated with the Oriental Hotel in Kobe.

New coins issued by the Commonwealth Government are to include square pennies in nickel and shillings with less silver than those now in circulation.

The runaway gunboat "Kong Goo" has been recaptured. A large quantity of arms, however, are reported to have been taken away and six officers belonging to the gunboat are missing.

In the future, *Fentian Syndicates* in Canton will be undertaken by Hang On, for a period of three years, at an annual licence fee of \$2,350,000. The Revenue Bureau recommends that all gambling houses should be properly protected hereafter.

A resident of Canton, was recently charged at the Police Station with unlawfully connecting an electric wire with the street wires and using an electric light bulb of 850 kilowatt for lighting up his premises. A fine of \$4,500 was imposed.

The damage done to the Sunning Railway during the heavy rain of the last week has been partially repaired. It is reported that the railway service between Peking, Kowloon and Tientsin has been restored, but the railway service in other places has been discontinued temporarily.

The Sunning Railway was damaged by the heavy rain of last week. It is estimated that it will take about ten days to repair the railroad. Consequently the train service between Sunwei and Kungyik has been discontinued for the time being. It is said that the damage done amounts to more than \$10,000.

The death has occurred in London of Mr. Ross Clunis, aged 54. Mr. Clunis joined the Siamese Department of Mines in 1894 and later took up rubber planting. His father built the Grand Palace in Bangkok and a brother was in the Railway Department of Siam. They were related to the Clunis, Ross family of Cocos Islands.

Information has been received in Colombo announcing the death of Mr. E. A. Pugh, manager, of the China Mutual Life Insurance Co., Colombo. The late Mr. Pugh, who left Ceylon in March last, was returning to the island by the "Nippon," accompanied by Mrs. Pugh, and the event took place on the voyage between Aden and Bombay. The late Mr. Pugh was about 40 years of age.

Heavy guards were placed over the Ministries of Communications and Finance at the Salt Industrial and North-western Development Banks, at Peking on the night of July 29. The object of the guard over the two Ministries is said to be the prevention of the destruction of unauthorized deals, and over the two banks the prevention of a possible attempt on the part of the Anfu bank officials to remove the funds or the books, says a Peking exchange.

"I am an arrow and want to shoot birds but there are not now any more birds to shoot, and therefore the arrow has become useless and a thing of no value. Hereafter I will no longer participate in the doings of political circles." While lying in bed, Marshal Tuan Chih-jui said by the native press to have thus remarked to a consoler sent to him by the President. The native press, or rather a section of it, is inclined to treat the matter most pathetically.

The fortnightly whist drive of the R. N. Dockyard Recreation Club was held on Wednesday evening, the prize winners being—Ladies—Mrs. Hodds (177); 2, Miss Hill (167); 3, Mrs. Lamerton (167); 4, Mrs. Chesley (167); Hidden No., Mrs. Phillips (158). Gents—L. C. P. O. Jones (175); 2, Mr. Rhodes (174); 3, Mr. Sandford (173); 4, Mr. T. Marsh (172); Hidden No., Mr. Lee (156). Mr. Budden was M.C. The next drive would be held on Wednesday, the 25th inst.

First deliveries of the ten 535 type steamships allocated by the American Shipping Board to the Admiral Line and the Pacific Mail Steamship Company, probably will not be made before January, 1921, according to a letter from the traffic manager of the Emergency Fleet Corporation to Mr. Richard Neville, Treasury Attaché of the United States Consulate General at Yokohama. Extraordinary delays and labour troubles are given as the reason for the delay. Five of the big ships will go to the Pacific Mail and five to the Admiral Line, the latter states, and two smaller vessels will be delivered to an American company operating between Hawaii and the mainland.

Six "WALLA-WALLA" BOATS are at Blaka Pier for your service. Phone 3518.

LOCAL AND GENERAL.

Dr. Baronsfeather of Pakhoi who had a breakdown in health last year, owing to overwork, is going to Canton to work there.

Since the Bureau of Mines of Shichow has repealed half of the taxes on coal, many of the coal merchants in the North River Districts have resumed business.

As the Government Coal Depot, Canton, cannot pay a coal bill amounting to \$105,000 to Mitsui Bussan Kaisha the Director of the Depot and the Financial Commissioner have arranged with the latter to regard the sum as a loan for six months at an interest of 12 per cent.

Work on the new river boat which is being built to the order of the China Merchants by the Shanghai Dock and Engineering Co., is progressing favourably and it will not be long before this vessel is launched. She is at present on the slips of the Dock Co.'s yard at Pootung and appears to be nearly completed and ready for launching.

Shiba-ku in Japan was invaded on July 29. It was an invasion of millions of myriads. The inhabitants were forced to take refuge in their houses and barricade the doors, windows and all other openings. The streets were deserted, none dared step outside. The invaders remained about two hours, then suddenly disappeared as quickly and mysteriously as they appeared. The army was composed of winged ants. According to legend the appearance of an army of winged ants is the portent of a coming wind storm; the storm broke a couple of days later, bringing a very welcome cool to the city streets.

There is nobody quite like Mr. Bernard Shaw for taking the public into his confidence. He has not been afraid to confess to an audience at Croydon that he has finished a new play which has given him a lot of trouble. Most authors are reticent about their toils. They prefer us to think that they just throw their little things off. But this, Mr. Shaw hints, is not a little thing. "It is really a series of five separate plays," he says. "I have been struggling with them for a very long time past and it has been a great relief to me to write the final words." Now all that remains is for some audience to be equally relieved.

There is likely to be more trouble in Australian shipping circles in the near future. Three Japanese vessels of a certain company are expected to arrive on that coast soon to start trading along the coast. The Australian Sailor's Union resents the very thought of there being Japanese labour on the coast even though it be in a Japanese ship and accordingly has made strong protestations to the Government pointing out that it is against all the best interests of the Commonwealth. This is undoubtedly correct; the Japanese were never a popular people in Australian waters—which is no fault of the Australians. By their own actions only have they merited discrimination—even in such a thing as trading on the Australian coast, says the *Shanghai Gazette*.

At the Criminal Sessions at Bombay, on July 22, an Englishman named J. Wilkinson, was acquitted on a charge of forging a Hundi valued at Rs.25,000, purporting to have been signed by the Secretary to the Maharajah of Gwalior. The accused wanted to take a Bible to swear on oath and when it was pointed out to him that accused persons were not required to make statements on oath he said that he swore by all that was dear to him that his name was put forward falsely as a forger. A conviction depended on the evidence of handwriting experts and the Judge, summing up said that, often the evidence of these experts was more confusing than elucidating. He advised the jury to leave aside the expert evidence and come to a conclusion independently of it. The jury returned a verdict of not guilty.

LAWN BOWLS.

LEAGUE MATCHES.

Last Saturday's League matches were of more than ordinary interest as it was the first meeting of Kowloon and Talook, and also, because the Police, who lost to the Kowloon Cricket Club on the latter's ground by two points in their first encounter, were playing the return match at Happy Valley.

Kowloon won against Talook by 13 points, gaining a comfortable lead early in the game and keeping it all the way through.

The Police had their revenge over the K.C.C. coming off victors by 14 points.

The scores follow—
Kowloon 68
Talook 55
Police 65
K.C.C. 51

LEAGUE TABLE.

P. W. D. L. P.
Kowloon 3 0 0 0
Talook 5 3 0 2
Police 6 3 0 3
K.C.C. 4 2 0 2
Civil Service 6 1 0 5

OBITUARY.

MR. A. E. L. DE SOUSA

DEATH FROM SUNSTROKE.

The death took place from sunstroke, at his father's residence in Kowloon at 2.40 p.m., yesterday, of Mr. A. E. L. de Sousa, second son of Mr. E. V. M. R. de Sousa, ex-Consul for Portugal in Hongkong.

The deceased, who was only 18 years of age, was a keen sportsman, and took an active part in the athletic affairs of the Colony. As a jockey, he came into prominence lately, scoring some creditable wins for his father at the various Gymkhana meetings.

The death of young de Sousa came as a great shock and surprise to his large circle of friends, his illness being of very short duration. He was in the best of spirits during the week-end, and was out swimming with a party of friends. He was sun-burned, but on Monday and Tuesday was at work in his father's office as usual. On Wednesday he complained of headache and stayed indoors, though he did not go to bed. In the evening his condition became alarming and several doctors were called in. Yesterday morning he recovered and was once more out of bed.

At about 11.30, while walking from one room to another in the house, he suddenly collapsed and was unconscious when picked up. He did not recover consciousness again, in spite of all medical attention, and at 2.40 p.m. was pronounced dead.

Much sympathy will be felt for his parents and relatives in their bereavement. The funeral will take place at the Roman Catholic Cemetery, Happy Valley, this evening, passing the Monument at 5.30.

MISS SUSAN TURNER.

DEATH IN PERSIA.

It is with regret that we have to record the death of Miss Susan Turner, who for six years was a Sister of the Matilda Hospital, Hongkong, and left the Colony last October.

At the time of her death Miss Turner was on her way to Kerman, in Persia, to be married to Mr. Gace, of the Imperial Bank of Persia. She was taken ill on the journey with cerebro-malarial meningitis and passed away on June 19 at Deh Lard, a village on the way up to Kerman and was buried at Baft.

CAPTAIN G. L. OBORG.

OLD SHANGHAI RESIDENT.

We regret to announce the death of Captain Gustav L. Oborg, an old and very well-known resident of Shanghai.

Captain Oborg, who was of Swedish nationality, has had a very long acquaintance with Shanghai, arriving there some 45 years ago, as Master of the sailing vessel. He was associated with the mercantile marine for some years, and later became a partner in Messrs. Schiller & Co. After spending some time in Indo-China, he returned to Shanghai and was then mainly instrumental in the foundation of the Shanghai Mutual Telephone Company, some 20 years ago. He contributed much to the progress of the company, of which he was Secretary and General Manager for a number of years, returning only in June of this year. The deceased, who was in his 70th year, leaves a widow and two daughters.

PHILIPPINE ISLANDS.

PROSPECTS OF INDEPENDENCE.

SENATOR CONSIDERS THEM REMOTE.

That the Philippine Islands have not yet advanced to the point where entire self-government would be either safe or wise is the opinion of Senator Thomas Sterling of South Dakota, one of the two members of the Upper House accompanying the Congressional Party.

There are evidences of great prosperity in the Islands; in fact, I do not believe that the Philippines have ever known such an era of plenty," said Senator Sterling. "But twenty years is far too short a time to develop them into a self-governing people. This seemed to be the prevailing impression of the Congressional Party when we visited the Islands. The Filipinos are a bright people and we have great hopes for their future, but they are not quite ready for their diplomas. Uncle Sam should act as school-master for several decades to come."

TEETHING CHILDREN.

TEETHING children have more or less of a diarrhoea, which can be controlled by giving Chamberlain's Colic and Diarrhoea Remedy. All that is necessary is to give the prescribed dose after each operation of the bowels more than natural and then castor oil to cleanse the system. It is safe and sure. Even the most severe and dangerous case can be quickly cured by it. For sale by all Chemists and Storekeepers.

SING SONG GIRL TRAGEDY.

SUSPECT ARRESTED.

SEQUEL TO SENSATIONAL MURDER.

As foreshadowed by a special wire to the *China Mail*, there is every likelihood of an early sequel to the recent sensational murder of a "sing song" girl in Shanghai. It may be remembered that the girl who resided in one of the Foochow Road houses was invited out by a young visitor to the house for a motor ride and that was the last seen of her alive. Later, her body, badly decomposed, was found on some waste ground in the Bobbling well district and it was evident that she had been done to death for the sake of her jewellery. Since then the Municipal Police have been carrying on their investigations. A quantity of the valuable articles was afterwards recovered from a second-hand shop, but up to the other day there was no clue to the whereabouts of the murderer.

Now it is learned that a man answering to the description which was circulated by the Settlement authorities, has been placed under arrest by the native authorities of a Shanghai Province village. The Shanghai police have been notified of the occurrence and it is expected that the suspected man will be brought down there in the course of a few days' time for investigation into his movements.

ALICE MEMORIAL HOSPITAL.

DONATIONS ACKNOWLEDGED.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:

Nestle and Anglo-Swiss Cond.	
Milk Co.	\$100.00
Pupils, Bellios G. School	30.00
Ten Disappointed Sportsmen	25.00
Hongkong Electric Co. Ltd.	250.00
Hongkong & Shanghai Bank	
ing Corporation	100.00
J. D. Hutchison & Co.	100.00
Hon. Mr. P. H. Holyoak	100.00
Reiss & Co.	100.00
E. D. Sassoon & Co.	100.00
David Sassoon & Co. Ltd.	100.00
H. Skott & Co.	100.00
De Witt & Co. Ltd.	75.00
W. C. Humphreys & Co.	55.00
A. S. Watson & Co. Ltd.	50.00
Asiatic Petroleum Co. Ltd.	50.00
Bradley & Co. Ltd.	50.00
Carmichael & Clarke	50.00
Douglas Steamship Co. Ltd.	50.00
Gibb, Livingston & Co.	50.00

HONGKONG WEDDING.

RODINFUER-LECIBLE.

The wedding was solemnised at St. Joseph's Church, Garden Road yesterday afternoon, of Mademoiselle Yvonne Lecible, the only daughter of M. and Mme. Lecible of "Myrtle Bank," The Peak, to Monsieur Raoul Rodenfuer, Agent of the Messageries Maritimes Co. in Hongkong. M. Rodenfuer is a son of a Parisian family, while the bride and her parents have resided in the Colony for many years and are well known and highly esteemed among European residents of many nationalities. There was a large attendance of friends at the wedding service and at the reception which followed.

The service at the Church was conducted by Pere Monnier, assisted by other priests. The bride, who was given away by her father, was charmingly attired in a dress of satin draped with tulle, with train, made by "Le Gagne Petit" Avenue de l'Opera, Paris. She was attended as bridesmaid by Miss Rose Edkins, who wore a costume of taffetas Pompadour and white lace (made by La Maison Lily). The bridegroom was attended by M. Jean de Vely de Beaufort.

The reception which followed the Church service was held at the Hongkong Hotel, where the happy pair, standing under a magnificent floral marriage bell, received the felicitations of a host of friends. The Acting Chief Justice (Mr. H. H. J. Gompertz) in proposing the health of the bride and bridegroom, alluded to the services which the bridegroom had rendered to his country during the war in the French army, and the bridegroom, speaking in English, made a happy response.

Archbishop Daniel Mannix, who was born at Charleville, Co. Cork, in 1864, was at Maynooth as student, professor, Vice-President and President from 1883 to 1912, when he was appointed coadjutor to the Archbishop of Melbourne. He succeeded to the See in 1917, and has had several tussles with the Premier, Mr. W. M. Hughes, over conscription and other issues.

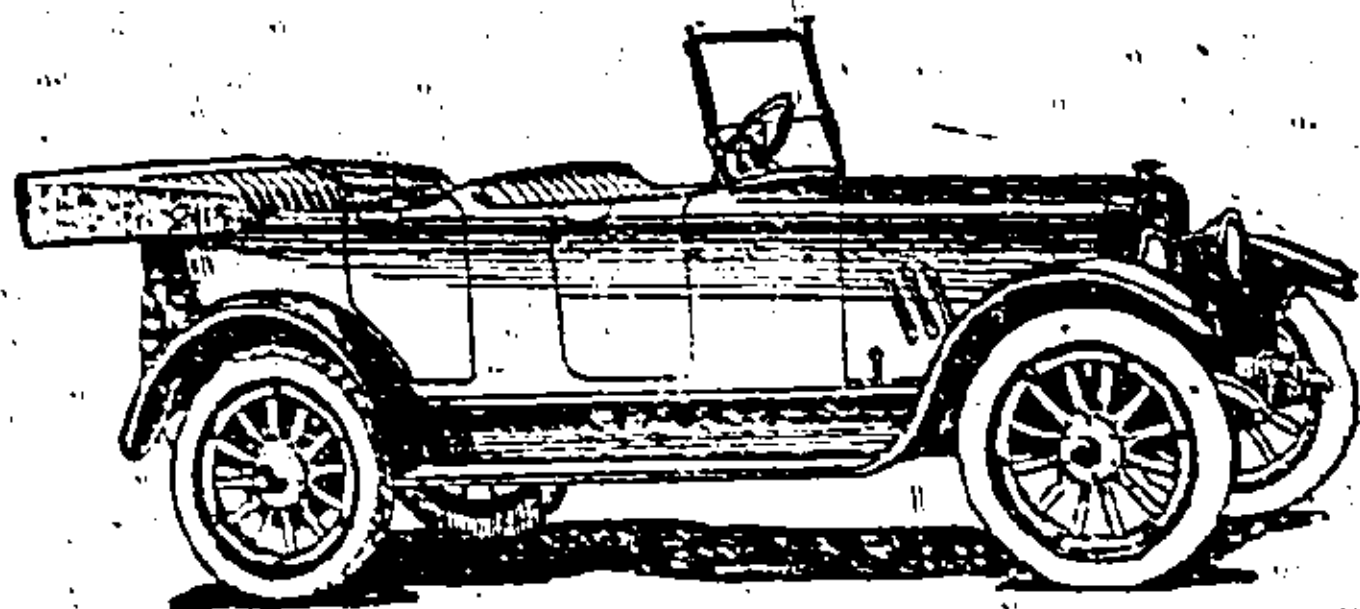
KEEP IT HANDY.

IMMEDIATE relief is necessary in attacks of diarrhoea. Chamberlain's Colic and Diarrhoea Remedy should always be on hand. For sale by all Chemists and Storekeepers.

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 WEST POINT BRANCH 1345
 WORK SHOP 2330



TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

POLISH SITUATION.

POSITION OF CAPITAL VERY DANGEROUS.

VITAL POINT CAPTURED.

WARSAW, August 10.

A communique states that "enemy cavalry continue to press the Poles in the direction of Miawa and have temporarily captured Ciechanow." M. Lesniowski, the War Minister, has resigned. He has been replaced by General Sutowski.

The importance of the above communique lies in the fact that Ciechanow, which is 45 miles north-west of Warsaw, is a vital point in the Danzig-Warsaw railway, which the Bolsheviks have thus cut, rendering the position of the capital most dangerous.

NAVAL APPOINTMENT.

NORTH AMERICA AND WEST INDIES STATION.

Vice-Admiral Sir William Pakenham has been appointed Commander-in-Chief of North America and the West Indies Station in succession to the late Vice-Admiral Napier.

[Vice-Admiral Sir William Christopher Pakenham, K.C.M.G., President of the R.M. College, Greenwich, since 1919, was Naval Attaché, Japan and China, from 1904 to 1906 (Order of the Rising Sun). He served in the war, 1914 to 1917, and was in command Battle Cruiser Fleet, 1917 to 1919. During the war he was mentioned in despatches and received the K.C.B.]

"UNUTTERABLY SILLY."

ARCHBISHOP MANNIX'S ONLY REMARK.

LONDON, August 10.

Archbishop Mannix arrived in London at an early hour. He was greeted at the station by a few Irish enthusiasts, but there were no incidents. He immediately drove off to a private destination. His only remark was that the authorities "put me to a little inconvenience and made themselves look unutterably silly."

COUNTY CRICKET.

LONDON, August 10.

Hants beat Somerset by 191 runs; Lancs beat Notts by 95 runs; Kent beat Gloucester by 80 runs; and Warwick and Northants drew.

TURKISH PEACE TREATY SIGNED.

PARIS, August 10.

The Turkish peace treaty was signed at Sevres.

DISPUTE SETTLED.

ITALIANS AND GREEKS AGREED.

LONDON, August 10.

The Italo-Greek dispute which has been delaying signature of the Turkish peace treaty has ended. An agreement has been reached between the two countries regarding the Dodecanese by which the small islands are transferred to Greece, while regarding Rhodes the period in which the plebiscite must be held has been extended from five to fifteen years. Greece gives preference to the Italian archaeological school in Athens regarding investigations in the island of Cos. The convention contains no stipulations regarding Smyrna.

BRITISH TRADE.

BIG INCREASE IN EXPORTS.

LONDON, August 11.

The Board of Trade returns for July show the imports at £163,342,000 as compared with £153,065,000 in July last year. The exports were £137,451,000 compared with £65,315,000. The increases in exports include £67,940,000 manufactured articles, £21,406,000 cotton goods, and £6,105,000 woolless. The imports for seven months in 1920 total £1,196,328,000 compared with £869,652,000, and the exports £774,918,000 compared with £400,071,000.

STEAM PRESSURE.

INTERESTING MARINE COURT CASE.

POLICE OFFICER COMMENDED.

An interesting case was decided by Commander C. W. Beckwith in the Marine Court this morning, it being probably the first case of its kind to be heard in a Hongkong Court. Yesterday Lance-Sergeant Elson prosecuted the engineer of the steam launch "Lee Hing" for having 125 lbs. excess pressure on his safety valves. The officer boarded the launch just before 10 p.m. on July 29, having observed her running without lights. He went to the engine room and saw that the steam gauge registered 154 lbs. He then noticed that 125 lbs. was the amount allowed by the certificate.

This morning Mr. W. Russell, Government Marine Surveyor, was in Court and it was explained that the launch was now opened up for surveying purposes. In dismissing the case the Magistrate said: "Having heard the Government Marine Surveyor at length on the subject and in view of the fact that the 'Lee Hing' is now opened up for survey and as it is impossible to verify this gauge as it was then, I dismiss the case against the defendant. I take this opportunity of saying that I consider Lance-Sergeant Elson showed considerable energy and intelligence in handling this case. In future I wish all such cases where there is a difference of over 5 lbs. in excess of the pressure allowed by the survey, to be reported at once to the Government Marine Surveyor for his examination with a standard gauge before the case is brought into Court."

CORRESPONDENCE.

THE ROAD TO REPULSE BAY.

[To the Editor of the "China Mail"]

Sir,—It is my custom to read your leaders carefully. Your "Adversaria" has disappeared but the Adversarian continues.

Last night (Wednesday) he had a delightful "Magic" touch in his first leader. It was the last one on "Speed limit" that was too dogmatic. (Sometimes I wonder if Adversaria is as dogmatic in real life as he is in print. This is one sentence which he may be inclined to qualify.)

"But you (and our P.W.D.) really must let this truth soak in to the understanding that the more dangerous a road is, the safer it is." You might as well argue that the more inexperienced a driver is, the safer he is, because inexperienced drivers usually proceed slowly!

There are places, on the road to Repulse Bay, where it is almost impossible for two cars to pass. There are places where you are almost on top of a car coming the opposite way before you can see it. These places are mostly on bends and on inclines and it is very difficult to allow a car to crawl either up hill or down hill.

With all that has been written concerning the "road hogs" I agree. Limit the speed in the town or in villages—I would limit it on the island. But do not discourage the P.W.D. or the police in their efforts to widen some of the worst parts of the road to Aberdeen, and implore them to make very wide roads at the bends. Note the great improvement already effected. Those wide roads at the bends have saved much anxiety.

Although a driver I am convinced that there should be, not only road improvements, but a speed limit. The Chinese "joy-riders" urge the chauffeurs to go faster and faster. With them "ignorance is bliss" and other people usually suffer.

In places the road surface might also be improved although, of course, speaking generally, the road surface is excellent.

Of course, as always, Adversaria has the last word. He may take full advantage of his privilege. That may excuse the published signature to this letter. I am not fond of publicity and I do not like personal abuse. (Nothing has amazed me more than to find that a man who can write the "Magic" type of sentiment and other splendid stuff of a semi-religious type can, also, at times, be extremely uncharitable to individuals.) However, I also am at fault, perhaps, in suggesting improvements for the style of your leaders as well as for the road to Repulse Bay! But in a small community like ours it really is important to have some of these kinks straightened out.—Yours, faithfully, MOTORIST.

FREE FIGHT.

STONES AND STICKS USED.

TRAM CAR DELAYED.

Four Chinese men and three women were yesterday arrested by the police on a charge of having been disorderly by fighting. They were allowed bail in the sum of \$2 each.

This morning when the case was called before Magistrate Smith, only three men were present. They denied fighting.

Inspector Moore, who prosecuted, said that three men went on board a junk at the Wing Lok Street wharf, West Point yesterday afternoon and asked to be conveyed across the harbour. As the junk was loading cargo at the time, the boatpeople refused the request. The men used insulting language and a free fight ensued, in which stones and sticks were freely used. A tram car was stopped for five minutes owing to the disturbance. The police arrested seven of the combatants.

The Magistrate imposed a fine of \$2 on each of the three defendants, and ordered the bail of the four absent parties to be estreated.

A PIONEER STEAMSHIP CO.

CUNARD'S EIGHTIETH BIRTHDAY.

The 80th anniversary of the establishment of the Cunard Line, recalls the great strides made in steam communication between England and America inaugurated by the pioneer steamer "Britannia" in 1840.

Two sailings per month then represented the activities of the Cunard Line. During the present month there will be sailings from Europe to America of Cunard liners in 26 days out of 31, exclusive of those to French, Mediterranean, Levant, and Black-Sea ports. In 1840 there were four ships, representing 4,616 tons. To-day there are 84 ships, of 670,000 tons. Then there were three ports of call; to-day there are 80. When new ships under construction are completed the Cunard Company will have some 60 sailings per month from Europe, and with its associated lines, a tonnage of nearly a million.

ABUSIVE AMAH.

FLEW INTO A RAGE.

MISTRESS ASSAULTED.

Corporal Robert Ross, of the Wiltshire Regiment, this morning charged his amah with disorderly conduct, while Mrs. Ross charged her with assault.

The defendant pleaded not guilty to both charges.

Corporal Ross said that on Tuesday, after he had gone on guard, Mrs. Ross asked the amah to darn some stockings. The latter said that she could not do so as the needles had been blown away by the wind. Mrs. Ross told the amah that she would deduct the value of the needles from her wages, whereupon the latter flew into a rage. Catching hold of Mrs. Ross, who was a delicate lady, the amah dragged her about the house, tearing her blouse and bruising her body. When witness came home in the evening, the amah had already gone for the night. On the following morning the amah instead of coming at 7.30 as usual, came at 8 o'clock. He asked her why she was so late. She said that she had come back for her wages. She did not wish to work for witness any longer. Witness told her that she would have to give him a week's notice or she would not get her wages. The amah thereupon became abusive, and threw a tea cup at witness, narrowly missing his head.

The amah denied that she had assaulted Mrs. Ross. "How could I dare assault my mistress?" she asked. As for the tea cup, defendant said that Corporal Ross broke it himself, while trying to strangle her. Corporal Ross denied this allegation. Replying to the Magistrate, he said he paid the amah \$12 per month. The defendant said that Corporal and Mrs. Ross treated all their previous smahs in the same manner. They were very miserly people. The Magistrate ordered Corporal Ross to give the defendant only half a month's pay. He also bound the amah over in the sum of \$50.

RUM FOR A COLD.

FIRST TASTE DISASTROUS.

OBVIOUS MASTER ASSAULTS SERVANT.

A European named E. P. Barker was this morning sued by his servant for assault.

The complainant was wounded in the head.

The defendant admitted the assault. Magistrate Smith, who heard the case, enquired if the assault was not committed under provocation.

The defendant said that he remembered nothing about the matter. He had a cold in the head yesterday, and a friend suggested a "peg" of rum as a remedy. Not having taken rum before, the thing went to his head. He did not know what happened after that. In the morning when he was told that he had injured the complainant's head, he was sorry and offered to pay him compensation, but the latter persisted in going to Court.

The Magistrate ordered the defendant to pay the complainant \$5 as compensation.

\$22,000 STOLEN.

HONGKONG AND SHANGHAI BANK ROBBED.

FUGITIVE SHERIFF EVADES ARREST.

The police have received a report that a Chinese shroff employed in the Comptroller Department of the Hongkong and Shanghai Bank absconded yesterday afternoon with \$22,000.

It appears from the meagre details to hand that \$22,800 in notes of various denominations, was paid into the bank shortly before the tiffin hour by a Chinese. The shroff received the money and issued the usual receipt. Instead of paying all the money to the cashier he handed in \$800 in notes and some worthless cheques for the remaining \$22,000, which he retained.

After the tiffin hour, the shroff reported ill and went home. It was not until the bank closed for the day and the books were balanced that the fraud was discovered. The police were at once informed. Needless to say, the shroff was not at home when enquiries were made there. In spite of the fact that watch was at once kept at all the railway stations and wharves, the fugitive has not been arrested, possibly as he had a start of several hours before the fraud was discovered. Detectives were this morning busy investigating the matter. The police have communicated with the Macao and Canton authorities.

A 9-year-old Chinese girl living at No. 13 Landale Street, Wanchai, was yesterday admitted to the Government Civil Hospital suffering from injuries to her head caused through being knocked down by motor car No. 368. Her condition is not serious.

OPIUM SMUGGLING.

FORTY TALKS SEIZED.

CHINESE FINED \$2,000.

A Chinese was this morning charged, before Magistrate Hutchison, at the instance of Inspector Blackman, with the unlawful possession of 40 tals of prepared non-Government opium.

The defendant admitted the offence, but said that someone engaged him to carry the drug "somewhere."

The Magistrate: "Where?—I don't know. He said he would follow me. When I was arrested, I looked round and the man was no where to be found."

The Inspector said that the defendant was searched by the coxswain of the fireboat on Statue Pier yesterday and the drug was found on his person.

A fine of \$2,000, or, in default six months' hard labour was imposed.

AN INSISTENT FRIEND.

When the master of junk No. 4370 was charged, at the instance of Revenue Officer Ward, with the unlawful possession of 3 tals of prepared non-Government opium, he said that the drug was placed on board his vessel without his knowledge.

The Officer said that the defendant was searched by a Chinese Revenue Officer yesterday. The drug was found tied round his waist.

The defendant then changed his story and said that the drug was given him by a female friend. He refused to accept it but she forced it on him.

The Magistrate imposed a fine of \$150 or two months' hard labour. The drug was confiscated.

Mr. George W. P. Hunt, newly appointed American Minister to Siam, arrived in Hongkong by the R.M.S. "Montezuma" en route to Bangkok. Mr. Hunt was formerly governor of Arizona.

The China Mail Steamship Co., is in receipt of a wireless message from its s.s. "Nanking," advising that she will arrive at Hongkong tomorrow at 1 p.m.

TO-DAY'S ADVERTISEMENTS.

THE EAST ASIATIC CO., LTD.

NOTICE TO CONSIGNEES.

From SCANDINAVIA.

THE Motorship

"CHILE."

having arrived from the above port on the 15th August, 1920, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the Wharves delivery may be obtained.

Goods not cleared by the 15th August 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on the 18th August 1920, at 10 a.m.

Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

Messrs. THORESEN & CO., Agents.

Hongkong, August 13, 1920.

STREUTHERS AND DIXON, INC.

NOTICE TO CONSIGNEES.

From SEATTLE.

THE Steamship

"WEST IVIS."

having arrived from SEATTLE via ports, on 13th August, 1920, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 19th August, 1920, by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 20th August, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STREUTHERS & DIXON, INC., Agents.

1st floor, P.O. Building, 12, Des Voeux Road, Central, Hongkong, August 13, 1920.

NOTICES.

SMOKING MIXTURES CIGARETTES and BRIAR PIPES.

JUST RECEIVED

Dunhill's "My Mixture" ... per 4 oz. tin	\$1.40
" Standard Mixture ... "	1.20
Brumfit's Montrose ... "	1.25
Ardath Mixture ... "	1.10
" Special Mixture ... "	1.10
Archers Edinburgh Mixture ... "	.90
Hill's Spinnet Mixture ... "	.90
John Cotton's (Nos. 1 & 2) Mixture ... "	1.20
Carreras Cromwell Mixture ... "	1.50
" Hankey's ... "	1.30
" Mugge's ... "	1.00

Spinnet Virginian Cigarettes cork tipped per 50 .65

BRIAR PIPES

Dunhill's, Barling's, Brumfit's.

ALL GUARANTEED BRIARS.

LANE, CRAWFORD & CO.



COLUMBIA GRAFONOLA

THE SUPREME INSTRUMENT OF MUSIC

THE ANDERSON MUSIC CO., LTD.
 (THE COLUMBIA SHOP)

BOUND THE ISLAND OF HONGKONG.
 BY
 THE BEST & MOST COMFORTABLE MOTOR CARS

AT
 THE SPECIAL REDUCTION PRICES:—
 HUDSON or CHANDLER, 7-passenger Motor Car \$12.00
 OAKLAND, 5-passenger Motor Car \$ 6.00
 Phone 2499. BREEZY GARAGE,
 161, Des Voeux Road, Central,
 (next to Sincere Co. Ltd.)

PEPSODENT

TOOTH PASTE

FRESH STOCK JUST ARRIVED.

COLONIAL DISPENSARY.

14, Queen's Road Central. Telephone No. 1577.

"ROYAL TONIC"

and Digestive Bitters.

A Refreshing & invigorating Drink and an Excellent Liqueur.

During the extreme heat of the Summer, its use has a most remarkable effect, producing buoyancy of spirits and energy.

GANDE, PRICE & CO., LTD.

WINE AND SPIRIT MERCHANTS.

4, QUEEN'S ROAD CENTRAL, HONGKONG.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

SAILINGS—
To Macao—daily at 8 a.m. and 5 p.m. (Sundays at 8 a.m.).
From Macao—daily at 8.50 a.m. and 2 p.m. (Sundays at 8 p.m.).

Police Permits to leave the Colony are not required.

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.
NEW YORK.
VIA PANAMA CANAL.

S.S. "EGREMONT CASTLE"

Sailing on or about 15th September.

LLOYD TRIESTINO

FOR SHANGHAI AND JAPAN.

S.S. "HUNGARIA"

Sailing on or about 21st August.

FOR BRINDISI, VENICE, TRIESTE, ETC.

TAKING CARGO ON THROUGH BLADING

TO LEVANT, BLACK SEA & DANUBE PORTS.

Via SINGAPORE, PENANG AND COLOMBO.

S.S. "INSERUCK"

Sailing on or about 6th September.

S.S. "HUNGARIA"

Sailing on or about 3rd October.

NANYO YUSEN KAISHA, Ltd.
(SOUTH SEA MAIL S. S. CO.)Regular Services between
JAPAN, HONGKONG & JAVAS.S. "BORNEO MARU" Sailing on or about 25th August.
S.S. "HONTO MARU" Sailing on or about 14th September.
S.S. "SAMARANG MARU" Sailing on or about 6th October.
FOR JAPAN.
S.S. "HONTO MARU" Sailing on or about 14th August.
S.S. "SAMARANG MARU" Sailing on or about 27th August.
S.S. "RIJUN MARU" Sailing on or about 14th September.OCEAN TRANSPORT Co., Ltd.
(TAIYO KAIUN KAISHA)Steamship Services Trans-Pacific.
Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING CARGO ON THROUGH BILLS OF LADING FOR SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the INDIA-CHINA STEAM NAVIGATION CO., LTD., AND AFRIKA LINES, connecting with

S.S. "UMONA"

Sailing on or about 10th August.

For Freight or Passage on any of the above Lines apply—

DODWELL & CO., LTD., Agents.

E. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.

Telephone No. 1152. 25, Wing Woo Street, Central.

O. S. K.

OSAKA SHOEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG.

BURG—Monthly direct service via Singapore and Port Said.

ALPS MARU (Call Marseilles).....Tuesday, 7th Sept.

ATLAS MARU—Rio de Janeiro, Santos, Mauritania, Durban and

Cape Town via Singapore.

CHICAGO MARU.....Thursday, 9th September.

CANADA MARU.....Tuesday, 2nd November.

BOMBAY & COLOMBO—Regular fortnightly service via S. Pore.

SIAM MARU.....Monday, 23rd August.

LUZON MARU.....Tuesday, 24th August.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly

service.

SHISEN MARU.....Wednesday, 1st September.

SYDNEY & MELBOURNE—Monthly service taking cargo to

New Zealand and Pacific Islands.

KUNAMI MARU.....Friday, 25th September.

VICTORIA, VANCOUVER, SEATTLE & TACOMA.

Regular fortnightly service touching at immediate ports in

Japan and taking cargo Overland via U.S. in connection

with Chicago MILWAUKEE & ST. PAUL RAILWAY.

AFRICA MARU.....Friday, 20th August.

NEW YORK—Regular monthly service via Japan ports, San Francisco,

Panama and Cuban Ports.

HONOLULU MARU.....Thursday, 9th September.

NEW ORLEANS.

BORNEO MARU.....Wednesday, 1st September.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokosuka.

MADRAS MARU.....Monday, 30th August.

KEELUNG via SWATOW & AMOY—These steamers have

excellent accommodation for 1st and 2nd class saloon passen-

gers and will arrive at and depart from the O.S.K. wharf

near the Harbour Office.

AMAEURA MARU.....Sunday, 15th August.

TAKAO via SWATOW and AMOY.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

CHINA-AUSTRALIA MAIL S. S. LINE

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"HWAH PING"

Sailing Sept. 12th.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S. S. CO., LTD.

Agents, 112, Cross Street, Central.

Telephone No. 237.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR SHANGHAI AND TSINGTAO YINGCHOW Aug. 14, at 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN HONGKONG Aug. 16, at 4 p.m.
AMOY, SHANGHAI AND PUKEW SINGAPORE Aug. 17, at 10 a.m.
SWATOW & RANGKOR CANTON Aug. 17, at Noon.
SHANGHAI & TSINGTAO SINGAPORE Aug. 19, at Noon.
AMOY, SHANGHAI AND PUKEW SINGAPORE Aug. 21, at 4 p.m.
MANILA, CEBU & ILOILO TAMPON Aug. 24, at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tsingtao (twice weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.
Telephone No. 25.

Operating the following U.S. Shipping Board Steamers.

FOR SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"CITY OF SPOKANE" About Aug. 19th.

FOR PORTLAND Direct.

(Calling at Shanghai and Kobe).

"COAXET" About Aug. 22nd.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

SERVICE TO UNITED STATES
NEW YORK and/or BOSTON.
Via PanamaS.S. "SATSUMA" About 15th Aug.
S.S. "CAPE MAY" About 15th Sept.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

TELEPHONES AGENTS. 5TH FLOOR

2477 & 2478. HOTEL MANSIONS.

THE BARBER STEAMSHIP LINES, INC.
THE ADMIRAL LINE.

Freight Service to Europe.

Regular Service to

ANTWERP & ROTTERDAM.

S.S. "WEST CAMPGAW" About 15th Aug.

S.S. "EASTERLING" About 15th Sept.

For freight, space and particulars apply to—

THE ADMIRAL LINE,

TELEPHONES AGENTS. 5TH FLOOR

2477 & 2478. HOTEL MANSIONS.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

"TRANS-PACIFIC FREIGHT SERVICE."

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DOE EDWARDS ABOUT SAILING ABOUT
S.S. WEST HIKO Aug. 22 S.S. WEST HIKO Aug. 25
S.S. VINI Sept. 12 S.S. VINI Sept. 15
S.S. WEST HIKO Oct. 7 S.S. WEST HIKO Oct. 10

Through Bills of Lading to all U.S. and Canadian Overland Points.

no Transshipment on route.

Shipside connection with the Salak, Santa Fe and Southern Pacific Railroads.

FRAN OFFICE—LOS ANGELES, CALIF.

FRAN OFFICE—Kobe, SHANGHAI, MANILA, SINGAPORE.

HONGKONG Office—Princes Buildings, Canton Road.

CHAS. E. RICHARDSON,

General Agent for South China.

Telephone No. 1061.

SHIPPING

C. P. S.
HONGKONG TO VACUOVER

(via Shanghai, Nagasaki (Moji) Kobe & Yokohama)

SAILINGS

FROM HONGKONG TO VACUOVER

STEAMERS

*Monteagle Aug. 17 Sept. 5
Empress of Russia Aug. 20 Sept. 13
Empress of Japan Sept. 14 Oct. 5
Empress of Asia Sept. 23 Oct. 11
Empress of Russia Oct. 21 Nov. 8
*Monteagle Oct. 28 Nov. 19
Empress of Japan Nov. 9 Nov. 30
Empress of Asia Nov. 18 Dec. 6
Empress of Russia Dec. 16 Dec. 3
*Monteagle Dec. 31 Jan. 24

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to departure from the Orient. Traffic conditions on the Atlantic are so congested as on the Pacific. Atlantic reservations can be arranged by cable or letter for all passengers to Europe, whether or not crossing the Pacific via C.P.S. steamers. Frequent sailing schedule to Liverpool, London and Glasgow. Passage orders issued here. Will cover all such reservations.

For Fares and other information please apply to

Telephone No. 25. HONGKONG OFFICE.

Cable address: CACANPAC

CANADIAN PACIFIC

OCEAN SERVICES

CHINA MAIL S. S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons) "NILE" (11,000 tons) "CHINA" (10,000 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

August 19th 1920. August 29th 1920. September 24th 1920.

AN UNRIVALLED HIGH CLASS

PASSENGER SERVICE.

O. H. RUTTER, Tel. Passenger Dept. 1834.

Princes Buildings, 100, House Street. Tel. Freight Dept. & agent. 2161.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in Staterooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

HAICHING Capt. A. H. Stewart TUESDAY, 17th August, at 2 p.m.

HAICHONG Capt. J. S. Thomson FRIDAY, 20th August, at 2 p.m.

AMOY.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK & Co.

General Managers.

AMERICAN & ORIENTAL LINE.

FOR HAVANA & NEW YORK
VIA PANAMA CANAL.

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

HONGKONG AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co. Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED.

Feb. 1921. SAILING. SAILA.

LONDON "KANSAS" On 10th Sept.

LONDON "SWAZI" On 20th Sept.

Subject to change without notice.

Or to REID & Co., Canton.

THE BANK LINE, LTD.

General Agents.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"NINGCHOW" via Suva 6th Sept.

"BIRMINGHAM CITY" via Suva 10th Sept.

"CITY OF DUNKER" via Suva 20th Sept.

Calls also at Boston.

Steamers proceed via Suva, Canton or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG & CANTON REID & CO., AGENTS.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES:

CHINA COAST, ETC.

SWATOW.

Aug. 17—C. N. Chihua.

20—D. L. Haiching.

AMOY.

Aug. 17—D. L. Haiching.

17—C. N. Szechuen.

20—D. L. Haiching.

FOOCHOW.

Aug. 17—D. L. Haiching.

20—D. L. Haiching.

SHANGHAI.

Aug. 14—C. N. Yingchow.

15—M. M. Paul Leat.

15—C. N. Szechuen.

17—C. N. Szechuen.

17—R. F. Achilles.

18—C. N. Szechuen.

19—C. N. Szechuen.

21—C. N. Szechuen.

22—B. F. Szechuen.

Sept. 1—R. F. Szechuen.

4—M. M. Arrand Pehie.

6—B. F. Knight of the Garter.

12—B. F. Szechuen.

15—B. F. Szechuen.

23—B. F. Szechuen.

25—B. F. Szechuen.

7—B. F. Szechuen.

8—B. F. Szechuen.

12—B. F. Szechuen.

18—B. F. Szechuen.

22—B. F. Szechuen.

WEIHAIWEI AND CHEFOO.

Aug. 15—C. N. Huichow.

HANKOW.

Aug. 22—B. F. Mentor.

Sept. 15—B. F. Mentor.

TIENTSIN.

Aug. 15—C. N. Huichow.

16—B. F. Achilles.

Sept. 22—B. F. Achilles.

TAKU AND DALNY.

Sept. 6—B. F. Knight of the Garter.

23—B. F. Szechuen.

Oct. 22—B. F. Szechuen.

TSINGTAO.

Aug. 14—C. N. Yingchow.

21—C. N. Chenan.

PUKOW.

Aug. 17—C. N. Szechuen.

HAIPHONG AND HOIHOW.

Aug. 18—C. N. Szechuen.

SAIGON.

Aug. 20—M. M. Amazeon.

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAYA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"DUNER"	5,400	14th Aug. at 4 p.m.	Singapore, Colombo & Bombay.
"KALYAN"	5,400	30th Aug. at 4 p.m.	MARSHALLS LONDON & A'warp.
"LABORE" (Cargo)	5,200	16th Aug. at 4 p.m.	MARSHALLS LONDON & A'warp.
"PLANT"	7,400	30th Aug. at 4 p.m.	MARSHALLS LONDON & A'warp.
"KHIVA"	9,000	14th Sept.	MARSHALLS LONDON & A'warp.

BRITISH INDIA-APCAR SAILINGS (South)

"TAKADA"	7,000	17th Aug.	Straits, Rangoon and Calcutta.
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EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	17th Aug.	Saidakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.
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SAILINGS TO SHANGHAI & JAPAN

"JAPAN"	6,100	16th Aug.	Shanghai and Japan.
"KHIVA"	9,000	31st Aug.	Shanghai and Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, and books, etc., apply to
MACKINNON, MACKENZIE & CO.,
25, Des Voeux Road Central, HONGKONG. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Keelung, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

TOYOHASHI MARU ... Sunday, 15th Aug., at 11 a.m.
KASHIMA MARU (omitting Keelung) ... Monday, 16th Aug., at 11 a.m.
FUSHIMI MARU (omitting Manila) ... Saturday, 11th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

SHIZUOKA MARU ... Thursday, 26th Aug., at Noon.
KAGA MARU ... Friday, 3rd Sept., at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

LIVERPOOL & Marseilles via Singapore, Colombo Suez and Port Said.

KANAGAWA MARU ... Friday, 20th August.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Thursday, 19th August, at 11 a.m.
TANGO MARU ... Wednesday, 22nd Sept., at 11 a.m.

NEW YORK via the Suez Canal.

AKITA MARU ... Wednesday, 25th August.

SOUTH AMERICAN PORTS via Singapore, Rangoon, Calcutta, Durban, and Cape Town.

PENANG MARU ... Friday, 13th August.

BOMBAY & COLOMBO via Singapore.

TENSEN MARU ... Monday, 23rd August.

CALCUTTA & RANGOON via Singapore & Penang.

PENANG MARU ... Friday, 13th August.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Friday, 20th August at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

NAGATO MARU ... Wednesday, 18th August.

TAMBA MARU ... Tuesday, 24th August, at 11 a.m.

TOTOMI MARU ... Thursday, 26th August.

For further information apply to—

NIPPON YUSEN KAISHA

S. YASUDA, Manager.

Telephone Nos. 221 & 222.

SHIPPING.

PRINCE LINE FAR EAST SERVICE.

For NEW YORK

S.S. "CELTIC PRINCE" via Suez Canal Early October.

Steamers proceed via SUEZ CANAL or PANAMA CANAL at Owners' option.

For freight and further particulars, apply to:

SHEWAN, TOMES & CO.,
Agents.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS.	TONS.	LEAVE HONGKONG.
SHINTO MARU	28,000	Sept. 6th.
PERIA MARU	9,000	Sept. 17th.
SIBERIA MARU	20,000	Oct. 12th. (from Hongkong)

*Omitting call at Shanghai. *Calling at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLEDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

STEAMERS.	TONS.	LEAVE HONGKONG.
ANYO MARU	18,500	Sept. 26th.
SEIYO MARU	14,000	Nov. 8th.

For full information regarding passengers freight, and sailings, apply to—

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton: Messrs. T. E. GRIFFITHS, LTD.

JAVA-PACIFIC LINE

OF THE JAVA-CHINA-JAPAN LIJN

Next sailing for SAN FRANCISCO.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN,

General Managers, York Buildings.

Telephone No. 1574.

Agents at Canton: Messrs. T. E. GRIFFITHS, LTD.

Agents at Hongkong: Messrs. T. E. GRIFFITHS, LTD.

Agents at Shanghai: Messrs. T. E. GRIFFITHS, LTD.

Agents at Yokohama: Messrs. T. E. GRIFFITHS, LTD.

Agents at Kobe: Messrs. T. E. GRIFFITHS, LTD.

Agents at Osaka: Messrs. T. E. GRIFFITHS, LTD.

Agents at Manila: Messrs. T. E. GRIFFITHS, LTD.

Agents at Cebu: Messrs. T. E. GRIFFITHS, LTD.

Agents at Iloilo: Messrs. T. E. GRIFFITHS, LTD.

Agents at Zamboanga: Messrs. T. E. GRIFFITHS, LTD.

Agents at Davao: Messrs. T. E. GRIFFITHS, LTD.

Agents at Singapore: Messrs. T. E. GRIFFITHS, LTD.

Agents at Penang: Messrs. T. E. GRIFFITHS, LTD.

Agents at Malacca: Messrs. T. E. GRIFFITHS, LTD.

Agents at Colombo: Messrs. T. E. GRIFFITHS, LTD.

Agents at Suez: Messrs. T. E. GRIFFITHS, LTD.

Agents at Port Said: Messrs. T. E. GRIFFITHS, LTD.

Agents at Marseilles: Messrs. T. E. GRIFFITHS, LTD.

Agents at Liverpool: Messrs. T. E. GRIFFITHS, LTD.

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NOTICES TO CONSIGNEES

PRINCE LINE FAR EAST SERVICE.

NOTICE TO CONSIGNEES.

From NEW YORK.

THE Steamship

"MONGOLIAN PRINCE."

Having arrived from the above Port, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on Thursday, 12th instant, at 10 a.m.

All claims must be presented within FIFTEEN DAYS of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN, TOMES & CO.,

Agents.

Hongkong, August 7, 1920.

"BEN" LINE OF STEAMERS.

From HULL, MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"BENARTY."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 24th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, August 9, 1920.

MUMEYA

Japanese Photographers.

All kinds of Photographic Work done in latest styles also Passport Photos.

Developing and Printing for Amateurs a Speciality.

No. 24, Queen's Road Central.

Tel. 254.

SHIPS' STORES

Hardware, Metals, Paints and Oils.

Full Lines of Shipchandlery Supplies.

KWONG SANG & CO.,

Established in 1888.

57, 58 & 59 Connaught Road Central.

Tel. Nos. Office 2554 & 2555.

Godowns 786.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

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ELECTRIC WELDERS.

MECHANICAL, AND

ELECTRICAL

ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY

OF HONGKONG, LIMITED.

—DEY DOCK—

Length 787 Feet.

Length on Blocks 750 Feet.

Depth on Centre of

SUN (H.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships up

to 3,000 Tons Displacement.

Electric Crane at Sea Wall; Capable of

Lifting 100 Tons at 70 Feet Radius.

BUTTERFIELD & SWIRE,

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HONGKONG, CHINA, & JAPAN.

TEL. ADDRESS: "TAIKOO DOCK" HONGKONG.

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SHIPPING



PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.
Operating the New First Class Steamers
"ECUADOR" "VENEZUELA"
& "COLOMBIA"
HONGKONG TO SAN FRANCISCO.
via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.
THE SUNSHINE BELT
The most comfortable route to America and Europe.
Sailing from HONGKONG at NOON.
"ECUADOR" ... Wednesday, Sept. 8th.
"COLOMBIA" ... Wednesday, Oct. 8th.
"VENEZUELA" ... Wednesday, Oct. 8th.
PACIFIC MAIL S.S. CO.,
HONGKONG.
Telephone 341. Cable Address "PACIFIC MAIL."

STRUTHERS & DIXON, INC.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

Also Amalgamated with COSMOPOLITAN SHIPPING CO., NEW YORK.

Operating Baltimore via Panama service, to the Far East.

For SEATTLE. 13th August.

"WEST IVIS" 29th August.

"WEST ISON" 16th September.

"DEUEL" For BALTIMORE. 16th August.

"Greenland" For SAN FRANCISCO. 14th September.

"BRAVE COEUR" 24th September.

Summer Pyjamas.

Plain white—Kataok, very cool and absorbent. Short or long style. \$3.75. \$4.00 per suit.

Plain white "Astarte" Cellular in long style. Wash and wear splendidly. \$7.00 per suit.

White check with coloured stripes in long style. Very cool. \$8.00 per suit.

Plain white or Coloured Sateen in either Long or Short styles. \$1.00. \$5.00 per suit.

All cut on full free lines that ensure perfect comfort.



MACKINTOSH
& CO., LTD.

Men's Wear Specialists.

16, Des Voeux Road.

Telephone 29.

DEATH OF MR. BRAND.

HOW THE FATALITY OCCURRED.

DISAPPEARED WITHOUT A SOUND.

In reporting the death of Mr. Robert Brand at Yokohama on July 24, the *Japan Gazette* said that Mr. Brand, in company with Mr. L. R. Ryan, of the C.P.O.S., Ltd., and Mr. W. H. Stewart, of the Hongkong and Shanghai Bank staff, put off from the Boat House at about 4.30 in a dinghy, intending to go outside the breakwater for a swim, but had been gone less than half-an-hour when the fatality occurred. Arriving outside the breakwater Mr. Stewart and Mr. Brand entered the water. Mr. Ryan remaining in the boat. After being in the water about ten minutes Mr. Stewart asked Mr. Ryan to assist him into the boat, a request which was at once complied with. Mr. Brand, who although not a strong swimmer, had been out swimming before, was at the time observed swimming on the other side of the boat about fifteen yards away. After Mr. Stewart had been assisted into the boat, Mr. Ryan turned to see if Mr. Brand was all right, when to the surprise of both occupants their companion had disappeared. Mr. Brand had raised no alarm, and it was concluded that his heart must have suddenly failed and he went under before he could shout.

That something wrong had occurred was soon noted from the vantage of the Boat House, where Mr. F. Moccock, through the telescope, saw the dinghy in distress. He at once entered a boat and rowed to the breakwater, where by this time Messrs. Ryan and Stewart had landed. Other help was also quickly forthcoming. The 22-ton "Elsa" had just crossed the finishing-line in a race, and observing the dinghy close up to the breakwater with her sails flapping, concluded that something had happened and at once put about. Mr. E. L. Swift, who had put off from the Boat House, got on board the "Elsa," and from the yacht diver several times near where the accident occurred, in the hope of finding the body. The searchers were soon joined by Mr. W. W. Campbell, who at considerable risk, frequently dived in the hope of finding the body, but without avail. Meanwhile the police had been apprised of the accident by Mr. O. F. Moccock, and in a very short time the police boat was on the scene with dragnets, valuable help in interpreting being rendered by Mr. H. A. Macree, of the British Consulate-General. These were joined later by Mr. T. M. Laffin's motor-boat with a party from the Boat House. With the aid of these volunteers the search was continued until nearly eight o'clock, when it had to be abandoned owing to darkness having set in.

THIN: SWE ONLY HEAR OF.

How soldiers who had portions of their nerves blown away had them rejoined by the grafting in of lengths of animals' nerves was told by Sir Charles Ballance in a lecture on "The Healing Process in Nerves," given at the last annual conference of the Incorporated Society of Trained Nurses, at the Royal Society of Arts.

"You get an animal," he said, "whose nerve is the same size as the one you want to heal. An officer was wounded in the arm, and 2 in. of his ulnar nerve were blown away. I went to my butcher and told him I wanted 2 in. of a sheep's sciatic nerve. He killed a sheep, and while the nerve was still alive I cut it out and grafted it in immediately. That officer made a complete recovery."

FINE OF \$10,000.

PENANG CHANDU SMUGGLERS.

Three Chinese were charged with being in possession of 354 tablets of non-Government Chandu to the value of \$2,500. One of them named Lim Soon was arrested in Achien Street in a ricksha with a gunny bag covered with seltzer, containing chandu. He was convicted and fined \$10,000, in default six months. The other two were discharged.

EMPLOYERS' ORGANISATIONS.

Of the numerous problems with which employers are faced at the present day one of the most important is that of their relations with organised labour. It is clear that if the demands of labour are to be properly dealt with—if just demands are to receive proper consideration and unjust or unwarrantable demands are to be effectively resisted—the organisation on the employers' side must be in no degree inferior to that of labour. When the leaders of the railwaymen attempted last year to hold the State to ransom, the attempt was anticipated and defeated by the Government's organisation of road transport; but at the Coal Commission the mine-owners were obviously at a disadvantage for want of a proper constructive policy to be opposed to the demand for nationalisation of the mines, and at the Dockers' Inquiry the employers had to rely for the presentation of their case on an *ad hoc* or temporary organisation loosely and hastily constructed on the eve of the inquiry.

Employers cannot afford to ignore the wide powers which the Minister of Labour has under the Industrial Courts Act, 1919, of referring trade disputes to a Court of Inquiry and indirectly to the judgment of public opinion, and if the employers are to come successfully out of such ordeals they must be equipped beforehand with all the necessary statistics and information for the guidance of policy to be pursued. It is not to be expected that some thoroughly representative body and their case must be in all respects fully and adequately prepared. This cannot be done without proper organisation.

It is to be borne in mind that while employers have a duty to their workers in the direction of affording them proper working conditions and a fair standard of life, they have also a duty to the public to prevent the cost of living being unduly increased by excessive advances of wages; and here again the necessity of organisation and combination is obvious. Employers have also to reckon with the tendency on the part of trade unions to organise on a broad industrial basis instead of, as formerly, on the comparatively narrow craft basis. The unions of unskilled labour of certain classes of semi-skilled labour are organised on even a broader basis than the strictly industrial basis, because they admit workers into membership irrespective of the industry in which they are engaged. In the manufacture of iron and steel certain of the unions in combination claim that they should provide all the necessary labour.

Until now employers have organised on the craft basis, and it is a question for their serious consideration whether they should not organise on national lines so as to have closer connection of the different organisations in various branches of industry. —Engineering.

SINGAPORE AVIATION.

NEW FLYING GROUND.

As reported in a special cable to the *China Mail*, in the near future Singapore will possess an excellent site on which aviators will be able to land or ascend without let or hindrance to anyone. It is on land known as the Balestier Plain, or the old sand pits on the side of Balestier Road opposite to the rifle range and in extent will cover about a similar area to that of the Racecourse.

The work now being undertaken comprises the filling in of the numerous pits and the drainage of the ground to ensure the prevention of the slightest risk of sinkage. There would appear to be no difficulty regarding labour, as those employed are numbered among the very few to whom the question of wages is no concern.

TRIUMPHAL ENTRY.

VICTORS IN PEKING.

REGAL HONOURS.

A Peking message dated August 5 states—

Generals Chang Tso-lin and Tsao Kun were received with almost regal honours on their arrival in Peking yesterday afternoon. The traffic from the station to their respective residences was entirely stopped. The routes were strongly guarded. All the streets of the city were decorated with flags, while the ground from the station outwards to the street was strewn with yellow earth, which was done in the case of Yuan Shih-kai and was common for the former Emperors but was not done for Li Yuan-hung, Feng Kuo-chang or Hsu Shih-chang. The thirteen motor-cars, in which the two Generals and their entourage left the station in single file for the Fengtien Guild, passed through lines of cheering people.

"WALLA WALLA BOATS"—The only European Boats in the Colony. Phone 3516.

MANCHESTER WEEKLY MARKET REPORT.

Messrs. James F. Hutton & Co., Ltd., Manchester, report on Wednesday, July 7.

The cotton markets have been extremely quiet and in the absence of any other features which affect prices for the present, there was at the beginning of the week a general tendency to await the issue of the Bureau report on the crop. This however practically confirms expectations and has been almost without result so far as values are concerned. The condition is estimated at 70.7 against 62.4 last month, and the area under cultivation at 35,504,000 acres, comparing with recent years as follows—

Condition—Acreage in 1000's	1919	1918	1917	1916
70	85.8	70.3	79.6	79.6
35,135	37,207	34,600	36,960	36,960

The undertone has however been weak and the general inactivity has led to a predominance of sellers and a declining tendency. In the yarn and cloth sections their is as yet no improvement in demand to be reported. All outlets continue to hold off from buying but there has again been a fair amount of enquiry. The situation has been summed up by the President of the Manchester Chamber of Commerce as follows—

"During the last few weeks there has been a decided lull in the buying of orders, and it would appear as if buyers were now inclined to hesitate before committing themselves too far ahead at the very high current values. A cautious policy was, no doubt, a wise one under existing conditions, and its adoption would act as a steady influence against an extreme inflation of values which invariably produced unhealthy trade. Producers need have no cause to worry about a relatively quiet period of buying, such as recently experienced, as it certainly would be a long time yet before production could overtake consumption. Buyers must inevitably have to come into the market here to take steps to ensure the requirements of the foreign markets, and if they delayed their action too long it was bound to result in a buying rush which would then place them at a big disadvantage in obtaining the supplies they needed. The lessened production was a factor which the buying markets could not afford to overlook, even despite the acute difficulties of financing trade at the present time. For some considerable period ahead all the producing sections of industry possessed a great economic advantage, and no section more than the great textile-producing industry of Lancashire."

AN EARLY AIRSHIP.

I should like to take the opportunity to recall the astonishing success of the little airship built by Dupuy de Lome in 1872. This eminent naval architect attained by his professional skill the maximum success which the state of the mechanical art at that time permitted. His little hand-propelled "Aerial Ship" exhibited all of the principal features of our modern non-rigid in their fundamental forms. Control and stability were correctly understood and provided for. An air-speed meter was also provided.

The requirements of our modern theory of suspending a car below a non-rigid gas bag were met by his suspension system. A ballonet and blower were used in accordance with good practice. More remarkable still, Dupuy de Lome made the envelope of two-ply rubberised fabric and doped it with a very fair gelatine, glycerine, acetic acid varnish to make it tight.

I quote from a contemporary account—

"The stability was something marvellous; several persons moving about in the car at the same time did not produce any oscillation. A descent was intentionally made from 1020m. to 600m. without making use of the ballonet. The folds in the balloon then became very marked, and it was interesting to observe the tension of the various ropes as they maintained the major axis of the balloon in a horizontal position."

"The complete agreement of the results of the trial with those foretold by the inventor will be obvious to everyone. Such an agreement usually so rare, is the more extraordinary as in this case all the bases of calculation had to be discovered."

"Henceforth aerial navigation may be said to possess a theory of stability and propulsion. The true history of ballooning will date from February 2, 1872, a new era marked by the invention of the navigable balloon, and rendered illustrious by the name of M. Dupuy de Lome, so well known in connection with scientific progress and invention."

The name of Dupuy de Lome deserves to be remembered not only as the leading naval architect of his day, but also as the first naval architect to apply his art to aeronautics (Commander J. C. Hunsaker in Engineering).

FOR A WEAK STOMACH.

A general rule all you need to do is to adopt a diet suited to your age and occupation and to keep your bowels regular. When you feel that you have eaten too much, and when constipated, take one of Chamberlain's Tablets. For sale by all Chemists and Storekeepers.

PICTURES BY WIRELESS.

FROM ANY PLACE ON EARTH.

SIMPLE APPLIANCE.

Several years ago a German scientist, Professor Korn, invented a device for the telegraphic transmission of pictures, which required costly, complicated, and very fine apparatus. Now a young Dane, Mr. Th. Andersen, a watchmaker, has invented a method by which he is able to transmit pictures by the ordinary telegraph wire or wirelessly for any distance.

Mr. Andersen said: "By investigating the previous attempts at the telegraphic transmission of pictures I found out the difficulties that had to be overcome, and I approached the problem from a new direction. I chose a system of special signals which can be transmitted with a greater and more uniform power, and in such a way that they can be sent by means of apparatus used for transmitting ordinary telegrams."

"I can transmit pictures between any two stations on earth by wire or wireless, and the invention, I should say, will be of importance, first and foremost, to the Press, it being possible to transmit the picture of a person or an event anywhere in the world just as quickly as an ordinary telegram."

GOVERNMENT'S HELP.

Mr. Andersen asked the Danish Telegraph Department for permission to demonstrate the invention by using two of the State's wireless stations. His request was granted, and the picture of a young woman was transmitted from the wireless station at Blovandsk (on the west coast of Jutland) to the wireless station at Lyngby, near Copenhagen.

Mr. Andersen declares that the transmission of the picture required the same time as the transmission of an ordinary message of 100 words, and that it is the first picture transmitted by wireless.

A picture of President Wilson was transmitted over a short distance during the trial period before Mr. Andersen made his invention public. Danish experts who have examined the invention declare that the apparatus required is very simple in construction, and therefore very cheap and easy to use. Practice in sending and receiving the pictures is declared to be very easily acquired. The electric transmission of the different parts of the picture is done in a way which makes it immaterial whether the signals are telegraphed or telephoned.

Experts add that, with further development, it will be possible with great accuracy and without great expense to transmit even very complicated pictures, reproducing the various colours which they may contain.

In 1910, Mr. T. Thorne Baker transmitted pictures over the wires from Manchester to London, and in April of that year he announced that he had succeeded in adapting his system to the transmission of pictures by wireless. Fifteen years ago *The Daily Mail* published reproductions of pictures transmitted over the telegraph wires between Paris and Rouen by Professor Korn, of Munich, and in 1903 by this process pictures were being transmitted regularly from Paris to London and from Manchester to London.

WIRELESS PILOTS.

NEW ELECTRICAL DEVICE.

It may be that the romantic and dangerous life of the pilot will soon be a thing of the past, for by means of a new electrical device ships can now be steered into harbour, even in the darkest night, without human pilot at all.

This has been rendered possible by reason of a new electrical system perfected by the United States Navy Department, and lately put into operation in New York harbour.

By means of an electric cable, large vessels will be able to enter the harbour, even after nightfall. Two hoops are placed at some distance from each other, composed of numbers of turns of fine wire, connected with a delicate electrical registering apparatus, which in turn is connected to telephone receivers, by means of which the sounds are heard. These hoops pick up the electric currents in the wires by means of induction; that is to say, an electric current is induced in the hoops through the intervening air and water, by means of the electric currents in the cables, and by means of these hoops, and the relative strength of the induced current therein, it is possible to tell the distance of the right and left hand cables, and hence whether the ship is steering a middle course between them. When one becomes stronger than the other the course of the vessel is altered until they again balance one another—when a middle course is being steered.

This electrical pilot will be in full operation, it is hoped, this fall. It is remarkable that induced currents, such as these, will pass through intervening space or solid objects, just as magnetism and gravitation will. What actually happens, in such cases, between the starting and ending points of the electrical current is one of the most fascinating puzzles in the whole realm of science.

DAIRY FARM NEWS.

New shipment of

FROZEN SMOKED FISH

Selected Fillets 60 cts. per lb.
Finnan Haddocks 50 " " "
Selected Kippers 40 " " "
Red Herrings 30 " " "

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

TRIALS SOLICITED BY

JAMES STEER

THE CHRONOMETER AND WATCH MAKER

(Contractor to H. M. Naval Yard.)

8, Ice House Street, Hongkong.

MARKET PRODUCE IN HONGKONG.

APPROXIMATE RETAIL PRICES.

August 10th, 1920.

Butcher Meat.		Poultry.	
Best Sirloin—Mal Long Pa	lb. 18	Chicken—Kai Tai	lb. 38
" Prime Cut	" 21	Capons, Small—Siu Kai	" 38
" Corned—Ham Ngau Yuk	" 21	Capons, Large—Siu Kai	" 40
" Roast—Siu	" 19	Duck—Ap	" 22
" Breast—Ngau Nam	" 18	Livers—Pan Kan	" "
" Soup—Tong Yuk	" 18	Eggs, Hen—Kai Tai (fresh)	per doz. 25
" Steak—Ngau Yuk Pa	" 19	Eggs, Hen—Kai Tai (fresh)	per doz. 25
" Steak Sirloin—Ngau Lau	" 25	Fowls, Canton—Kai	lb. 42
" Sausages—Ngau Cheung	" 25	Fowls, Hainan—Hoi Nam Kai	" "
Salmon's Breasts—Ngau No per set	" 9	Geese—Nga	" 20
" Tongue, fresh—Ngau Li each 50	" 60	Pigeons, Canton—Pak Fai	each 40
" Tongue, corned—Ham Ngau Li each 60	" 60	" Hobow—Hoi Nam Pak Kai	" 25
" Head—Nga Tan	each \$1.00	Turkeys, Cook—Fo Kai Kung	lb. 60
" Heart—Nga Tan	lb. 18	Turkeys, Hen—Fo Kai Ka	" 50
" Hump, Salt—Ngau Kin	" 17	Snipe—Sha Tui	" each
" Feet—Ngau Kerk	each 9	Phasian—Shan Kai	" "
" Fillets—Ngau Yin	" 17	Quail—Om Chum	" "
" Livers—Ngau Kerk	" 12	Partridges—Che Ku	" "
" Tripe (unwashed)—Ngau To lb. 6	" 12		
" Head and Feet—Ngau To lb. 6	" 12		
" Tongue, fresh—Ngau Li each 50	" 60		
" Tongue, corned—Ham Ngau Li each 60	" 60		
" Head—Nga Tan	each \$1.00		
" Heart—Nga Tan	lb. 18		
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" Hump, Salt—Ngau Kin	" 17		
" Feet—Ngau Kerk	each 9		
" Fillets—Ngau Yin	" 17		
" Livers—Ngau Kerk	" 12		
" Tripe (unwashed)—Ngau To lb. 6	" 12		
" Head and Feet—Ngau To lb. 6	" 12		
" Tongue, fresh—Ngau Li each 50	" 60		
" Tongue, corned—Ham Ngau Li each 60	" 60		
" Head—Nga Tan	each \$1.00		
" Heart—Nga Tan	lb. 18		
" Hump, Salt—Ngau Kin	" 17		
" Feet—Ngau Kerk	each 9		
" Fillets—Ngau Yin	" 17		
" Livers—Ngau Kerk	" 12		
" Tripe (unwashed)—Ngau To lb. 6	" 12		
" Head and Feet—Ngau To lb. 6	" 12		
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" Heart—Nga Tan	lb. 18		
" Hump, Salt—Ngau Kin	" 17		
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" Fillets—Ngau Yin	" 17		
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" Tongue, corned—Ham Ngau Li each 60	" 60		
" Head—Nga Tan	each \$1.00		
" Heart—Nga Tan	lb. 18		
" Hump, Salt—Ngau Kin	" 17	</	

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

(Continued from Page 6.)

JAPAN PORTS.

Aug. 14.	N.Y.K.	(D. & Co.) Hokuto M.
15.	N.Y.K.	Yamato
16.	N.Y.K.	Yamato
17.	N.Y.K.	Yamato
18.	N.Y.K.	Yamato
19.	N.Y.K.	Yamato
20.	N.Y.K.	Yamato
21.	N.Y.K.	Yamato
22.	N.Y.K.	Yamato
23.	N.Y.K.	Yamato
24.	N.Y.K.	Yamato
25.	N.Y.K.	Yamato
26.	N.Y.K.	Yamato
27.	N.Y.K.	Yamato
28.	N.Y.K.	Yamato
29.	N.Y.K.	Yamato
30.	N.Y.K.	Yamato
31.	N.Y.K.	Yamato

AMERICAN PORTS.

VANCOUVER.

Aug. 17.	C.P.O.S.	Monteclair
18.	C.P.O.S.	Monteclair
19.	C.P.O.S.	Monteclair
20.	C.P.O.S.	Monteclair
21.	C.P.O.S.	Monteclair
22.	C.P.O.S.	Monteclair
23.	C.P.O.S.	Monteclair
24.	C.P.O.S.	Monteclair
25.	C.P.O.S.	Monteclair
26.	C.P.O.S.	Monteclair
27.	C.P.O.S.	Monteclair
28.	C.P.O.S.	Monteclair
29.	C.P.O.S.	Monteclair
30.	C.P.O.S.	Monteclair
31.	C.P.O.S.	Monteclair

VICTORIA.

Aug. 15.	N.Y.K.	Toyohashi Maru.
16.	N.Y.K.	Kashima Maru.
17.	N.Y.K.	City of Spokane.
18.	N.Y.K.	City of Spokane.
19.	N.Y.K.	City of Spokane.
20.	N.Y.K.	City of Spokane.
21.	N.Y.K.	City of Spokane.
22.	N.Y.K.	City of Spokane.
23.	N.Y.K.	City of Spokane.
24.	N.Y.K.	City of Spokane.
25.	N.Y.K.	City of Spokane.
26.	N.Y.K.	City of Spokane.
27.	N.Y.K.	City of Spokane.
28.	N.Y.K.	City of Spokane.
29.	N.Y.K.	City of Spokane.
30.	N.Y.K.	City of Spokane.
31.	N.Y.K.	City of Spokane.

SEATTLE.

Aug. 14.	S. & D.	West Ivis.
15.	N.Y.K.	Toyohashi Maru.
16.	N.Y.K.	Kashima Maru.
17.	N.Y.K.	City of Spokane.
18.	N.Y.K.	City of Spokane.
19.	N.Y.K.	City of Spokane.
20.	N.Y.K.	City of Spokane.
21.	N.Y.K.	City of Spokane.
22.	N.Y.K.	City of Spokane.
23.	N.Y.K.	City of Spokane.
24.	N.Y.K.	City of Spokane.
25.	N.Y.K.	City of Spokane.
26.	N.Y.K.	City of Spokane.
27.	N.Y.K.	City of Spokane.
28.	N.Y.K.	City of Spokane.
29.	N.Y.K.	City of Spokane.
30.	N.Y.K.	City of Spokane.
31.	N.Y.K.	City of Spokane.

TACOMA.

Aug. 15.	A. L.	City of Spokane.
16.	A. L.	City of Spokane.
17.	A. L.	City of Spokane.
18.	A. L.	City of Spokane.
19.	A. L.	City of Spokane.
20.	A. L.	City of Spokane.
21.	A. L.	City of Spokane.
22.	A. L.	City of Spokane.
23.	A. L.	City of Spokane.
24.	A. L.	City of Spokane.
25.	A. L.	City of Spokane.
26.	A. L.	City of Spokane.
27.	A. L.	City of Spokane.
28.	A. L.	City of Spokane.
29.	A. L.	City of Spokane.
30.	A. L.	City of Spokane.
31.	A. L.	City of Spokane.

PORTLAND.

Aug. 22.	A. L.	Coaxet
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SAN FRANCISCO.

Aug. 15.	D. L.	West Cadron.
16.	C. M. S.	Nanking.
17.	C. M. S.	Nanking.
18.	C. M. S.	Nanking.
19.	C. M. S.	Nanking.
20.	C. M. S.	Nanking.
21.	C. M. S.	Nanking.
22.	C. M. S.	Nanking.
23.	C. M. S.	Nanking.
24.	C. M. S.	Nanking.
25.	C. M. S.	Nanking.
26.	C. M. S.	Nanking.
27.	C. M. S.	Nanking.
28.	C. M. S.	Nanking.
29.	C. M. S.	Nanking.
30.	C. M. S.	Nanking.
31.	C. M. S.	Nanking.

LOS ANGELES.

Aug. 23.	L.A.P.N.	West Hixton.
24.	L.A.P.N.	Vinita.
25.	L.A.P.N.	West Hixton.

VALPARAISO.

Via JAPAN, MONTEVIDEO, SAN FRANCISCO, SAN PEDRO, SALINO, GUAY, BALBOA, CALLEJO, AMERICA & KICUTIC.
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Sept. 9.	T. K. K.	Anyo Maru.
Nov. 9.	T. K. K.	Seiya Maru.

NEW YORK.

Aug. 15.—D. L.	Grace Dollar.
15.—A. L.	Satsuma.
Sept. 9.—O. S. K.	Honolulu Maru.
12.—D. & Co.	Exremont Castle.
15.—A. L.	Cape May.

(Via Suez.)

Aug. 25.	N. Y. K.	Akita Maru.
26.	R. F.	Ningchow.
27.	R. F.	Birmingham City.
28.	R. F.	City of Dunkirk.
29.	R. F.	Ajax.

BALTIMORE.

Aug. 16.	S. & D.	Greenland.
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BOSTON.

Aug. 27.	R. L.	Birmingham City.
Sept. 20.	R. L.	City of Dunkirk.

DURBAN AND CAPE TOWN.

(VIA BUENOS AIRES, RIO DE JANEIRO, SANTOS AND MAURITIUS.		
Sept. 9.	O. S. K.	Chicago Maru.
Nov. 2.	O. S. K.	Canada Maru.

MAURITIUS AND DELAGOA BAY.

Aug. 22. - I. & M. Lindsay Moller.

EUROPEAN PORTS.

GRINDISI, VENICE, & TRIESTE.

Sept. 8. - L. T. (D. & Co.) Innsbruck.
Oct. 3. - L. T. (D. & Co.) Hamburg.

GENOVA.

Aug. 22.	R. F.	Bellerophon.
23.	R. F.	Cyclops.
24.	R. F.	Titan.
25.	R. F.	Peleus.

MARSEILLES.

Aug. 14.	P. & O.	Dunera.
15.	P. & O.	Lahore.
16.	P. & O.	Amazona.
17.	P. & O.	Kalyan.
18.	P. & O.	Bellerophon.
19.	P. & O.	Peleus.
20.	P. & O.	Rhebus.
21.	P. & O.	Kaga Maru.
22.	P. & O.	Jeypora.
23.	P. & O.	Andre Lebon.
24.	P. & O.	Alpe Maru.
25.	P. & O.	Cyclops.
26.	P. & O.	Khiva.
27.	P. & O.	Shidzuka Maru.
28.	P. & O.	Titan.
29.	P. & O.	Nankin.
30.	P. & O.	Euryptus.
31.	P. & O.	Peleus.
Nov. 8.	R. F.	Idomenus.

LONDON.

Aug. 14.	P. & O.	Dunera.
15.	P. & O.	Lahore.
16.	P. & O.	Amazona.
17.	P. & O.	Kalyan.
18.	P. & O.	Bellerophon.
19.	P. & O.	Peleus.
20.	P. & O.	Rhebus.
21.	P. & O.	Kaga Maru.
22.	P. & O.	Jeypora.
23.	P. & O.	Andre Lebon.
24.	P. & O.	Alpe Maru.
25.	P. & O.	Cyclops.
26.	P. & O.	Khiva.
27.	P. & O.	Shidzuka Maru.
28.	P. & O.	Titan.
29.	P. & O.	Nankin.
30.	P. & O.	Euryptus.
31.	P. & O.	Peleus.
Nov. 8.	R. F.	Idomenus.

HAVRE.

Aug. 14.	R. F.	Alicious.
15.	R. F.	Oria.
16.	R. F.	Protesilaus.
17.	R. F.	Rhebus.
18.	R. F.	Alpe Maru.
19.	R. F.	Achilles.
20.	R. F.	Easterling.
21.	R. F.	Mentor.
22.	R. F.	Euryptus.
23.	R. F.	Peleus.
24.	R. F.	Idomenus.

LIVERPOOL.

Aug. 14.	R. F.	Alicious.
15.	R. F.	Oria.
16.	R. F.	Protesilaus.
17.	R. F.	Rhebus.
18.	R. F.	Alpe Maru.
19.	R. F.	Achilles.
20.	R. F.	Easterling.
21.	R. F.	Mentor.
22.	R. F.	Euryptus.
23.	R. F.	Peleus.
24.	R. F.	Idomenus.

ANTWERP.

Aug. 14.	P. & O.	Dunera.
15.	P. & O.	West Campgaw.
16.	P. & O.	Oria.
17.	P. & O.	Shidzuka Maru.
18.	P. & O.	Protesilaus.
19.	P. & O.	Alpe Maru.
20.	P. & O.	Achilles.
21.	P. & O.	Easterling.
22.	P. & O.	Mentor.
23.	P. & O.	Atlas Maru.
24.	P. & O.	Telesia.
25.	P. & O.	Elpenor.

EXCHANGE.

Hongkong, August 13, 1920.

Bank of London	4-1/2
On demand	4-1/2
30 days sight	4-1/2
60 days sight	4-1/2
90 days sight	4-1/2
Documentary 4 months sight	4-1/2
On India	1090
On demand	1090
Credit 4 months sight	1090
On New York	77 1/2
On demand	77 1/2
Credit 60 days sight	77 1/2
On Shanghai	144
On demand	144
Gold Loan 100 fine (per ton)	35.20
Sovereigns (Bank's buying rate)	4.80
Silver (per oz.)	68

SUBSIDIARY EXCH.

Hongkong 50 cents sub.	1 1/2
10	1 1/2
Chinese coins	10 1/2
Bar Silver in Hongkong	12 1/2
Chinese Copper Cash	4 1/2
Chinese Copper Cents	7 1/2
Rate of Native Interest	10 1/2
Chinese Bank Gold	10 1/2
Hongkong Bank Gold	10 1/2

BANKS.

ASIA BANKING CORPORATION

AN AMERICAN BANK.

Capital - \$4,000,000. Surplus - \$1,100,000.

Head Office: NEW YORK, U. S. A.

BRANCHES:

SHANGHAI TIENTSIN MANILA
PEKING HANKOW CANTON
CHANGSHA

All Descriptions of banking business transacted.

Interest allowed on Current, Savings Accounts and Fixed Deposits in Local Currency, U. S. Dollars, Sterling or Francs.

American Bankers Association and Guaranty Trust Company of New York Travellers Cheques, sold by us, payable throughout the world.

D. M. BIGGAR,
Hongkong Manager.

HONGKONG STOCK EXCHANGE.

HONGKONG, 13th AUGUST, 1920.

OFFICIAL QUOTATIONS.

11 A.M.

BANKS.

Sterling Exchange 4 1/2 T. T.

Hongkong Bank ... 8000 b.

MAJOR INSURANCE.

Canton Ins. ... \$300 n.

North China Ins. ... \$180 b.

Union Ins. ... \$180 b.

Yankee Ins. ... \$23 n.

Shai Maru ... \$23 n.

Fire Insurance.

China Fire Ins. ... \$128 n.

Hongkong Fire Ins. ... \$315 b.

Shipping.

Douglas ... \$81 s.

H. R. Steamboat ... \$123 s.

Indo-China (Fre.) ... \$18 n.

Do. (Del.) ... \$20 n.

Shell Transport ... \$180 n.

Star Ferries ... \$23 b.

REVENUE.

China Sugars ... \$235 n.

Malabar Sugars ... \$55 b.

MINING.

Kailash Mining Adm. ... \$27 b.

Langkai ... \$123 b.

Shanghai Loans ... \$123 b.

Shai Explorations ... \$123 b.

Rauhe ... \$130 n.

Tromch Mines ... \$37 s.

Ural Caspian ... \$47 s.

DOCK & WHARF.

China Wharves & Docks ... \$35 s.

H. & W. Docks ... \$152 s.

Shai Docks ... \$127 s.

New Engineering ... \$29 n.

LANDS, HOUSES & BUILDINGS.

Central Estate ... \$103 b.

Hongkong Hotels ... \$123 b.

Hongkong Lands ... \$1104 b.

Shanghai ... \$77 b. 7.90 s.

Kowloon Lands ... \$31 n.

Land Reclamations ... \$140 n.

West Point ... \$51 b.

COTTON & SILK.

Ewo Cottons ... \$1.580 n.

Kung Yila ... \$122 n.

Loan King Mow ... \$23 b.

Oriental ... \$23 b.

Shanghai Cottons ... \$270 n.

Yangtze ... \$235 n. x.d.

MISCELLANEOUS.

Cements ... \$74 b.

China Ichna Old \$7.40 & New \$5.40

China Providents ... \$7.40 b.

Daily Farms ... \$154 n.

R. N. Electric ... \$154 n.

THE CHINESE MERCHANTS BANK, LTD.

HEAD OFFICE: Alexandra Buildings, Chater Road.

